

SATURDAY NIGHT

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Saga of Canada's Fastest Clipper Ship—Prince of Cricketers —P. O'D. in Canada—Textiles, Cinderella of Industries

The FRONT PAGE

Any election campaign may be likened to a steeplechase with water-jumps and various hazards, culminating in a final romp of straight going down the home stretch. The long drawn-out federal campaign which started in the last week of May and was foreshadowed some weeks previously has now to all intents and purposes entered the final stage. Visibility has been difficult all along; but the two chief contestants seem to be going neck and neck and the bookmakers are not giving odds on either.

There is good sense in the suggestion made in this publication a few weeks ago that an amendment should be made to the election law cancelling the modern provision that sixty days must elapse between dissolution and polling. Our neighbors to the south have got into the habit of enduring election campaigns of four or five months duration, but the effect on business and general conditions has never been good. While we are not nearly so badly off in Canada, most electors would like to see a return to shorter campaigns. The extension of the period to sixty days was based on the belief that it is the minimum required for the preparation of the voters' list, but with a more intensive electoral organization this work could surely be speeded. The present system is exhausting to the energies of politicians and to the patience of electors who are apt to tire of the issues before they actually come to vote on them.

Uncertainty even among the most experienced experts is as characteristic of elections as it is of horse races. The famous National Policy election of September, 1878, is a case in point, despite the fact that it was characterized by one of the few real political upheavals in Canadian political history. Sir John A. Macdonald who at dissolution held only 45 seats in a house of 206 succeeded in redeeming 101 seats and was returned to power with a secure following of 106. Yet, even while the ballots were being counted he became convinced that he was beaten. He was then a resident of Toronto and after the polls closed went to the "Mail" office to hear the returns. One of the earliest reports showed that he had been beaten in his old city of Kingston which he had represented since youth. He immediately reached for his silk hat, jammed it on his head and said: "Good night everybody; if Kingston has rejected me, the rest of the country certainly has also; I'm going home to get some sleep." And sleep he did. When the certainty of a great triumph was revealed some time later Lady Macdonald refused to waken her tired husband and he did not learn the news until next morning.

Canadian life is so well organized that though nobody really knows when a change of government will occur, the event involves no dislocation of business or serious disturbance to anybody. What most people hope in the present case is that the result will be sufficiently decisive for either the Liberal or the Conservative party, that government will remain on a secure foundation and free from minority dictation.

Premier Taschereau has recently returned from his vacation in northern Quebec, in time to throw himself, like a giant refreshed, into the federal election campaign. He is taking part in the campaign work in behalf of the Liberal candidates for the counties of Quebec and Montmorency-Charlevoix. With the two ridings he has a very intimate connection, as it happens that his own provincial seat of Montmorency is situated in both of them.

The entrance of Mr. Taschereau into the federal election campaign has a certain piquancy at this juncture. Rumor, "the lying jade" has had it, for some time, that all was not harmonious between the Premier of Quebec and the Prime Minister of this fair Dominion. Enterprising newspaper scribes have been very generous with the opportunities they have offered the former of expressing his views in regard to power and navigation questions, and the declarations of Ontario's Premier relative to such matters. Mr. Taschereau has explained that he has not yet read that was said while he was on his holiday. He makes no comment on these weighty matters, although it would not be surprising if, like the dumb parrot, he "thinks a lot".

While some have denied the existence of an unemployment problem of magnitude it is significant that the Premier of Quebec announces that there is no inflation, on the part of his government to ignore the seriousness of the situation in that province and has decided that as many public works as possible should be put in hand with the object of alleviating the present conditions.

Among the projects that his government has initiated with the aim of providing work. Several new roads are included in the program. In addition the government has paid the last instalment of \$200,000 of its \$1,000,000 donation to the University of Montreal, for the construction of new buildings, and has donated \$500,000 to the Notre Dame Hospital in that city, for the erection of a new wing, and has also donated another \$500,000 to the Nazareth Institute for the Blind. Furthermore, the Roads Department of the provincial government is expending many millions of dollars in the construction and improvement of highways. That the Premier does not think that the

unemployment situation in Quebec is going to be righted speedily is obvious from the earnestness with which he adjures the workers in the province to save as much of their earnings as possible.

The arrest and sentencing to a term of imprisonment of Pandit Motilal Nehru, acting President of the All-India National Congress, temporarily removes from the field of agitation the man most responsible for the outbreaks of violence and murder in various parts of India ever since Gandhi's campaign of "civil disobedience" got under way last March. A younger brother, also a Pandit, was sent to prison about the same time that Mahatma Gandhi was placed under restraint during the pleasure of His Majesty. Gandhi, and the Nehrus, have been the head and front of the movement for the boycotting of all British institutions and interests in India. The Nehrus have never shared Gandhi's creed of non-violence, which since January the Mahatma has honored more in the breach than in the observance. Motilal Nehru has even maintained that murderers and bomb throwers should be regarded as political prisoners. Gandhi six months ago declared that anarchy was preferable to British connection.

It is perhaps necessary to explain what the All-India National Congress means. There are innumerable political parties in India, representing different religions, races, and shades of opinion. One is known as "The Followers of Lenin." In 1921 Great Britain widely extended self-government in India by establishing elective legislative assemblies and adopting the principle of "dyarchy", that is to say the admission of native officials in large numbers to all the government services; so that even in the Indian police organization, natives vastly outnumber Britishers. These liberal measures were from the outset resisted by Gandhi and the Nehrus on the ground that they aimed at chloroforming India into acceptance of continued British connection. The All-India National Congress was formed largely through Gandhi's influence as a combination of all political bodies to throw off what they term "British bondage".

When in November, 1927, Lord Birkenhead appointed the Simon Commission to investigate the workings of "dyarchy" and report on the feasibility of further extensions of responsible government in India the Nehrus became especially aggressive and organized a boycott of the Simon Commission. This led to the formation of the All-Parties Conference of natives willing to participate politically

with the British government, which has seriously threatened the prestige of Gandhi and his friends.

Last November when the Viceroy, Lord Irwin, announced that "Dominion status" at as early a date as possible was the ultimate aim, and that a Round-Table Conference would be held in London immediately after the Imperial Conference to which all parties in India were invited to send delegates, the opposition of Gandhi and the two Nehrus rose to frenzy. In December when the Congress met at Lahore their teaching was crystallized in the creed that India should accept nothing from Great Britain except complete departure. As a result there were large defections of moderates from the Congress.

At this meeting a message was read from the Third International at Moscow urging the Congress to accept nothing from the "Lackeys" who called themselves "the Labor Government of England". Probably under Russian direction the aim of Motilal Nehru has of late been to start a revolution in India before the Round-Table Conference to frame a new Constitution meets this coming autumn. It was largely under his influence that Gandhi ceased to preach non-resistance as a corollary to civil disobedience, and drew back from his previous tolerant attitude toward the "untouchables". How far Gandhi was sincere in his former democratic preachings has been much questioned during recent months, but it is quite certain that the Pandit-Motilal Nehru is a reactionary of the most extreme type, whose enmity toward Great Britain is based on opposition to the liberal ideas which have marked British policy in India since 1917.

The action brought by Lady Davis and Mortimer Davis, jr., to remove Lord Shaughnessy and A. M. Reaper from office, as executors and trustees under the will of the late Sir Mortimer Davis, failed recently in the Superior Court at Montreal. On account of the fact that some of the parties in the case had come to occupy a large space in the public eye, and for other reasons, the suit aroused an almost unprecedented amount of interest, not only in Montreal, but far beyond its borders. It also constituted something like a record for length in local legal annals, having been before the court for three months. Notice of appeal has been filed.

Judgment as to costs has been postponed by Mr. Justice Surveer, the trial judge, until a further hearing on the question in September. It is plain that, in the aggregate, the costs of the hearing in the Superior

where the Costs Mount Up

Court will be very heavy—in fact, the expenses are expected to hang up a record for amount. Lawyers of the eminence of those engaged in the case are not traditionally supposed to under-estimate the value of their services. Expert witnesses at \$50.00 a day, and some with travelling and living expenses in addition, were numerous. The stenographers' account will constitute a formidable item. Altogether, the guess is made, in circles that assume to be knowledgeable, that the expenses of the action in the Superior Court will total somewhere around \$150,000. Well, as the proverb says, "It's an ill wind that blows nobody good".

At every general election rubbish is forthcoming about the iniquities of "machine" politics; as though some sort of "machine" were not essential to the prestige and success of any political party. Why anyone should assume that there is something sinister in the word "machine" in an age whose chief characteristic is its wonderful developments in the creation of machinery, we cannot conceive. The evils of the "machine" are largely imaginary, but any time a politician has a private grievance and howls about the "machine", he finds newspaper writers getting out their tear-bowls to hold the briny drops that fall from their eyes as they pen sympathetic editorials.

"Machine" is of course a synonym for a party organization. Any acute observer of politics in this, and other lands, knows that the only way able men get into parliament, and statesmanlike ideas get a chance of being considered at all, is through a "machine" or party organization. The party organization which does not exercise some sort of supervision over the personalities of the candidates that shall represent it, and the conditions in the ridings for which it expects to elect them soon goes to pieces.

There is perhaps no country in the world in which the theory of a dominating central machine as an essential factor in the continuity of political parties, is carried so far as in Great Britain.

If we turn to Canada it is to be noted that the most striking example of a serviceable political "machine" is not to be found in neither the Conservative or Liberal parties. It is that of the United Farmers of Alberta. The party machines of both Liberals and Conservatives have however rendered remarkably good service in the past in eliminating "undesirables" and keeping politics on a level of sober common sense. Of course political machines, like every other kind of machine, wear out or go to smash, and sometimes they get into the hands of bad mechanics or crooks who wreck them. But the country would be badly off without them.

The statue of William, Prince of Orange, erected by an Earl of Kingston fifty years ago in Boyle, County Roscommon, Irish Free State, has been sold to a metal dealer for a few shillings and will be melted down and used for building purposes.

Flag-pole sitting is not recommended as a means of weight reduction by Alvin "Shipwreck" Kelly, who after sitting 22 days on a flagpole in Atlantic City found that his girth had noticeably increased. "There isn't much room on the top of a flagpole to do your daily dozen," said Alvin, who has sat more than 5,322 hours on the most important flagpoles in the United States.

William De Wolf Hopper, the actor, noted for his historic reading of "Casey at the Bat", as well as for having had six wives, gives on his 72nd birthday the reason for his longevity: "I never smoked and never drank until I was twelve years of age."

The Middlewestern states are in the throes of a tree-sitting endurance contest in which assorted children of both sexes are perched up on tree branches and refuse to obey parental requests to come down. The object is fame. One child at this writing has been over ninety hours in the tree and plans to remain there until school starts again. His mother was not enthusiastic, but her neighbors were. Said they: We know where our children are while he's in the tree. They're under it."

The honeymoon of a couple in Seattle was delayed while police searched for the thief who stole the bridegroom's wooden leg.

Arrested in Buffalo for bootlegging, a young man, aged 24, told the judge he was trying to make enough money to become a missionary.

The Passing Show

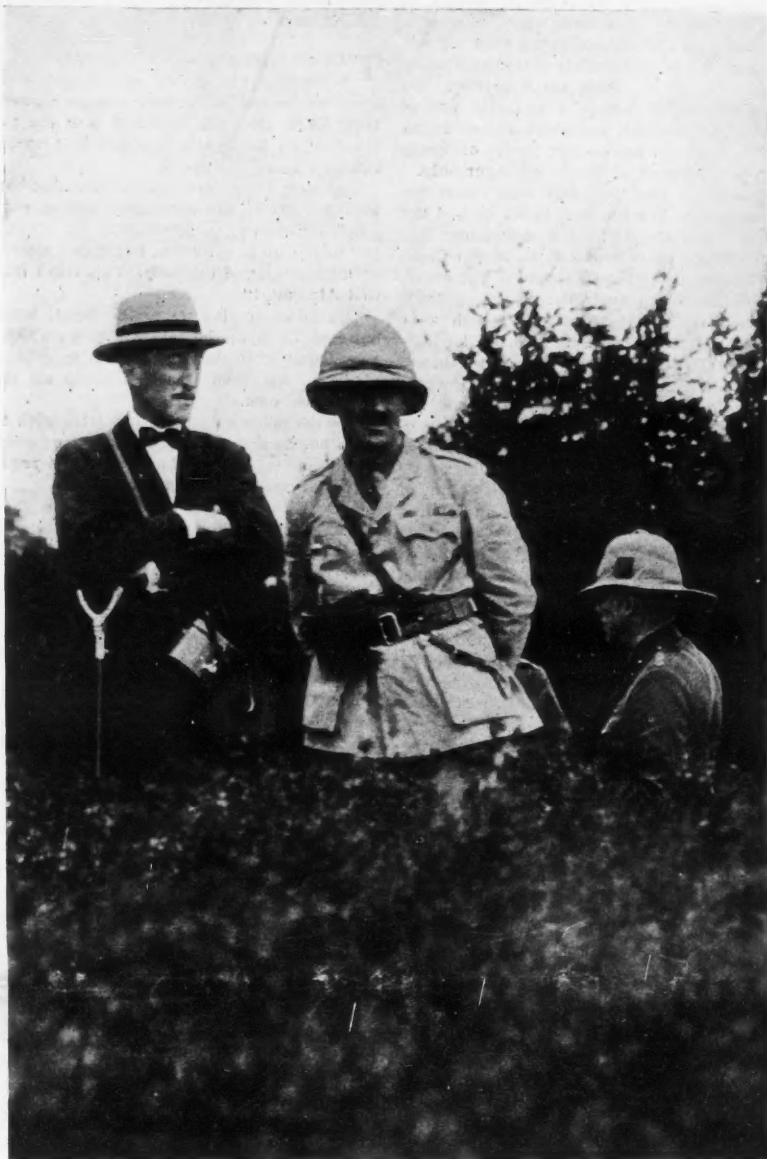
Statistical department of the New York Federation of Women's Clubs believes that Dad should get a salary raise every time the stork arrives at the house. Employers will probably reply that ability in the office should also count for something.

Modern similes: As old-fashioned as a short skirt.

Lack of heat in the Federal election campaign is to say the least unseasonable.

What is urgently needed at the present time is an invention that will permit one to turn off the neighbor's radio at will.

General scientific opinion seems to be coming around to the belief that the first stowaway was Adam.



HIS EXCELLENCY AT PETAWAWA CAMP

The Governor-General and Lieut. Col. J. C. Stewart, D.S.O., Commandant of the camp in the Ottawa Valley where Canadian artillery receives yearly training, watching range firing by the 53rd Battery, C.A., of Toronto.

THE SAGA OF THE "MARCO POLO"

The Fastest of all Canadian Sailing Ships—A Queen of the Seven Seas who in the end was wrecked on her native shores

By VICTOR LAURISTON

ONE day in the year 1850 a friend mentioned to Jim Smith, shipbuilder, of St. John, N.B., that the Wrights were laying down the keel of a big new wooden ship at their yards on Marsh Creek.

"She's to be called the *Beejapore*, after that enormous big gun the British took from the Sikhs. Biggest gun in the world, they say . . . and this ship's to be the biggest ever turned out at St. John."

The Wrights were, in the St. John of that day, the outstanding shipbuilders. Jim Smith was ambitious to rival them. "The biggest ever turned out at St. John?" repeated Jim Smith. "We'll see about that."

And in the latter days of 1850 he laid down, in his own yards on that same Marsh Creek, the keel of a yet bigger ship. Out of that rivalry grew a saga of the seven seas that is still potent to thrill the sea-faring folk of the Canadian maritimes. Wooden ships, swift sailing wooden ships, vast cargo-carrying wooden ships, were many in those days, pouring from the shipyards of Quebec and St. John, not to mention a score of other ports. Many of these won fame.

But Jim Smith's ambitious venture was to be more than a mere swift-sailing, cargo-carrying creation. It came for these Maritimers to have a soul; and no human life excelled in dramatic completeness the career of the *Marco Polo*.

To comprehend the *Marco Polo*, we must visualize the era. Steam had come, but Jim Smith, the Wrights and all the rest of them scoffed at the rivalry of steam.

"It's done good," such builders conceded. "It's stimulated our ingenuity. We're building better and faster sailing ships as a result of competition. But the possibilities of steam are limited. Engines powerful enough to outstrip a swift clipper would rack a ship to pieces and consume more coal than any ship could carry."

So they went their way, confident in the enduring supremacy of their graceful creations.

Yet they had interests and activities more practical than the negligible rivalry of steam. Timber was plentiful and cheap. A favorite speculation of Quebec and St. John shipbuilders was to construct a craft of enormous carrying capacity and send her across the Atlantic to British ports, piled to the rails with deal timbers. Quite often British speculators shared the risks and the profits with Canadian builders and owners.

Across the pond, the timber cargo was sold at a good profit. The timber drogher herself might be sold to British owners and put into commission; but if the worst came to the worst, she was simply broken up and her timbers would yield ample salvage to cover her cost.

To this end, and to the further end of outstripping his rivals, the Wrights, did Jim Smith of St. John construct the *Marco Polo*. Friends viewed with misgivings the long keel, and the limitations of Marsh Creek, almost dry at low tide. Could he get so big a ship out of there, even at high tide when the Fundy flood, pouring over the mud flats, made the launching of smaller craft an easy matter? "I'll launch her with the spring tides," answered Jim Smith.

This meant waiting till April of 1851. To compensate the delay, the lower masts—mighty timbers fashioned of several pieces of wood girt about with iron bands—were stepped. The topmasts were sent aloft; the lower and topmast stays and shrouds set up.

A St. John weekly of April 19, 1851, thus records the launching of two days earlier:

A large and elegant vessel called the *Marco Polo* was launched on Thursday morning, April 17, from the shipbuilding yard of James Smith at Courtenay Bay. He is, also, the owner. She has three complete decks, measures 1,625 tons, and her length aloft is upward of 184 feet. We presume that, though not quite the largest, this splendid ship is probably the longest that has been built in this province. She is named after the celebrated Venetian traveller who discovered the coast of Malabar.

But it later transpired that the ship was lodged firmly in the mud of Marsh Creek.

EARLY in May, when all concerned had grown desperate, another high tide unexpectedly lifted the great ship off the mud. From then on, old salts agreed that the *Marco Polo* was to be a lucky ship.

She was fitted out for sea, loaded with timber, and

made the run to Liverpool in fifteen days. That was good time. She ran next to Mobile and back for a cotton cargo. On her return from Mobile, Paddy McGee looked her over.

This McGee was a keen-eyed speculator in things that pertained to the sea. He had the reputed faculty of estimating, after a hurried "once over" the value of a ship—also how much less the owners would take for her.

Paddy McGee saw in the *Marco Polo* a timber drogher with the amidships bilge of a great cargo carrier. She was mostly softwood, which meant a probable life of fifteen years. To offset all that, ingenious James Smith had equipped her with an underwater body of sharp entrance and clean run typical of the true clipper ship.

McGee named a price that left Jim Smith and his associates a fairish profit. For his own profit he had not long to wait. For while the distracted speculators had been trying to dig the *Marco Polo* out of the Marsh Creek mud, things were happening at the other end of the world. Gold had been discovered in Australia.

The fortunes made in the California gold rush were common knowledge. With news of the Australian discoveries, the previous trickle of immigration to the island continent became instantly a flood. The regular packet ships were crowded to the scuppers. Builders could not meet the demand for new ships. And the Canadian timber-droghers, built to carry one or two cargoes and be broken up, came suddenly into their own.

James Baines of the famous Black Ball Line of Australian packets looked over the *Marco Polo* and offered a price that made McGee a fortune. The *Illustrated London News* of that time was ecstatic over the *Marco Polo* as metamorphosed into an elegant packet ship with fittings on a scale of sumptuousness unique in that day.

All this luxury the Black Ball Line superimposed upon the timber drogher whose sole ornament when she left St. John was the figure of Marco Polo at her stem-head.

Baines picked to command the new packet the one man best calculated to bring out her potential speed. This was the celebrated Bully Forbes.

James Nicol Forbes was among sailormen what the *Marco Polo* was among sailing ships. He seems to have been born with a flair for speed on the sea. Aberdeen was his native place. He had sailed from his boyhood. A shipmaster in his early twenties, he hung up new speed records at every turn. Sailing speed was his god. Ashore, he was reputed austere, religious, clean-living; aloft, he became speed-mad, a driver of men and ships.

Old salts long told a tale of Bully Forbes on the Australian run. In a strong gale he was driving his craft under full head of sail. Frightened passengers protested, demanded that he shorten sail else he would send them all to the bottom. The daring sailor calmly confronted them; retorted bluntly:

"It's hell or Melbourne!"

Such was the man who in his 31st year commanded the *Marco Polo* on her first voyage to the Antipodes. On Sunday, July 4, 1852, she lifted anchor at Liverpool. Nearly a thousand lives—930 passengers and 60 crew—were in Bully Forbes' keeping. But beyond them he saw with this new ship the chance for a new swift-sailing record.

"I'll have the *Marco Polo* back in the Mersey inside of six months," he predicted.

Men gasped or laughed, according to their nature. Neither sail nor steam had ever achieved such a feat. More, the Australian run had a new peril that had already tied up a host of ships in Australian ports.

"You'll have no crew to bring her back," men warned Bully Forbes. "Every man jack of 'em 'll desert to the mines."

"Leave that to me," returned Forbes.

That voyage smashed all previous records. In four days the great ship with a full head of sail averaged 336 miles a day . . . not land miles but nautical miles. In one day she covered 364 miles. On September 18, 1852 . . . 68 days out from Liverpool . . . the *Marco Polo* dropped anchor inside Port Philip Heads. The sailing ship had beaten the steamer *Australia* by an entire week.

Her horde of passengers rushed for the mines. But Bully Forbes with characteristic nerve halted any such rush by the crew. A few of them he could trust to stick. As for the rest, he laid a trumped-up charge of mutiny,

and had them clapped into jail. When he wanted them again, he knew where to look.

On October 11 the *Marco Polo* left Melbourne. Sailing round the Horn, she dropped anchor in the Mersey 76 days later. The round trip had taken ten days less than the six months.

THE achievement of the Canadian-built ship created a sensation. She lay at the Salthouse Dock. Between foremost and mainmast hung a huge banner. "THE FASTEST SHIP IN THE WORLD" was the proud boast emblazoned on it. People thronged in thousands to gaze on this new marvel of speed.

Yet even more overweening than that banner was Bully Forbes' boast to the passengers setting out on the *Marco Polo*'s second run to Australia:

"Ladies and gentlemen, last trip I astonished the world with the sailing of this ship. This trip I intend to astonish God Almighty!"

He failed to live up to the boast, however. The trip out took 75 days; the return trip, on which she carried in her strong room £280,000 pounds in gold dust, consumed 95 days. Yet even this trip broke all previous records except her own.

Forbes made only these two trips with the *Marco Polo*. With her he had established a new and greater reputation. His overweening ambition for sailing records led him to yearn for yet greater things.

James Baines was with him there. The head of the Black Ball Line always had a great fondness for Forbes. Practical reasons lay back of that: Forbes' speed records were a mighty advertisement for the Black Ball packets.

Meanwhile under new masters the *Marco Polo* had made yet further swift trips to Australia. Yet she never surpassed the wonderful record of that first round trip under daring Bully Forbes. Then were wedded the perfect sailor and the perfect ship.

So much for the *Marco Polo* in her days of glory, when she ruled the far seas and brought fame to Canada and old St. John. There remains only to tell the tale of how, after years of wandering, she at last came home.

On the 25th of July, 1883, a great gale swept the Gulf of St. Lawrence. The wind was "nor-east" and over the little Prince Edward Island village of Cavendish the clouds hung inky-black.

It was noon. Alex Macneill was driving home from his forge, when he beheld, from far out to sea, an enormous vessel come flying over the breakers toward the shore. With every stitch of canvas set, she looked like some mighty, swooping bird.

"The most magnificent sight I ever saw," declared Macneill, long afterward.

He gave the alarm, and folk came hurrying to the shore. From Cavendish they came, from the country for miles around, from the nearby harbours of Rustico and New London.

The huge ship drew closer.

There still lingers in the Maritimes the tradition of an old salt who regarded her. "If the *Marco Polo* was on this side of the pond," he ventured, "I would say that was her. I sailed with her on her first voyage."

No such old salt, however, lived at Cavendish, though such a man may have come from New London or Rustico with the last of the crowd. By then the flying ship was close in. The crew could be seen chopping at rigging and masts.

About 300 yards from shore she grounded on the sand bottom. Simultaneously, the three masts, one of them of iron, went over with a crash that could be heard for miles above the roaring of the storm.

The ship struck in the noon hour. Both ship and crew, despite the fierce seas, were quite safe; but it was not till next morning that the sea went down sufficiently to permit the rescue of the men.

The great, swooping ship, grounded on the sands at Cavendish, was indeed the *Marco Polo*. After a third of a century, almost, of world wandering, she had, with a sort of dramatic completeness, come back to lay her bones in the sands of her native country.

The Cavendish folk—and most of them there knew of the *Marco Polo* by repute—got the story from Captain Bull. He was a Norwegian, of Christiania (now Oslo), and for some weeks made his home with Alex Macneill. Living with the Macneills—a worthy old couple—was a little, quick-witted, keen-eyed granddaughter who had seen the great ship come ashore, and who with keen interest and tenacious memory laid firm hold of all she saw and heard. In later years she was to make Prince Edward Island famous as the home of "Anne of Avonlea". Her name was Lucy Maud Montgomery.

The *Marco Polo* had, it seems, stayed with the Black Ball Line till the early sixties. In 1861 she had collided with an iceberg down south. Repaired at Valparaiso, she made Liverpool. The Black Ball Line sold her shortly after; but for some years she continued in the Australian trade. In the later sixties she was burned to the water-line while lying in dock at London; and when rebuilt she had lost that miraculous knack of speed which made her famous.

Meanwhile Samuel Plimsoll had been busy with laws and regulations for the protection of British seamen. The famous Plimsoll line came into existence. But there are ways to get around even a good law. Her owners sold her to a Norwegian firm and then chartered her back. She was sent out to Quebec in ballast and there took on a cargo of deal plank.

ON HER return trip she was caught in a furious storm on the Gulf. She sprang leak after leak and became waterlogged. Captain Bull determined to run her ashore as the last hope of saving crew and cargo.

It was indeed a motley crew that sailed the *Marco Polo* on her last voyage and brought her thus dramatically home. Norwegians, Swedes, Dutchmen, Germans, English, Irish, Scotch and Spaniards there were. Most picturesque were two enormous Tahitians, whose woolly heads, thick lips and huge gold ear-rings were a never ending joy to the youngsters.

The famous Canadian novelist, L. M. Montgomery (Mrs. Macdonald) still vividly recalls the night the crew were paid off, all in gold sovereigns. "With eyes as big as an owl," she says, "I beheld the round mahogany table in

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VILHJALMIR STEFANSSON
Bust of the Canadian explorer by Emmanuel Hahn which won Lord Willingdon's prize for sculpture at the Ottawa Art Show.

the parlor literally covered with heaps of gold sovereigns. Never had I imagined there was so much wealth in the world. That whole summer was a series of pictures to me." She remembers, too, the all-consuming embarrassment of being called on to greet the worthy Norwegian captain by name. For in those days the word "bull" was not mentioned in polite society; and for a modest maid of a few brief summers to voice it was a matter of horror and shame!

The end of the *Marco Polo* had its aftermath of tragedy. The captain and crew had gone, leaving the great ship and her cargo nosed into the clutching sands. Ship and cargo were sold to a firm of wreckers in St. John. A gang of islanders were hired to take out the cargo. As the deal planks had swollen with the moisture, it was found necessary to cut through the ship's beams to get them out. With half her cargo still in her, she was a mere shell. And at that, eighteen schooner-loads of deals had been taken out, from which one may judge her carrying capacity.

One fine evening the wrecking crew decided, rather foolishly, to spend the night aboard. By dawn another furious storm was raging. The shore was lined with a horrified crowd. It was a day of terror for those folks, for scarcely anyone on shore but had some friend or relative on the doomed ship. It was plain to everyone that the ship would soon break up. Yet nothing could be done in the face of that tremendous sea.

By evening the storm abated somewhat. Plans had already been made for a desperate attempt to rescue the men. A seine-boat was dragged overland by horses from New London harbor, empty casks were lashed all around her gunwale. Volunteers were called to man the improvised life boat; and, despite the risk, of volunteers there was no lack.

The crew succeeded in reaching the wreck, getting the half dead men off, and bringing them to shore.

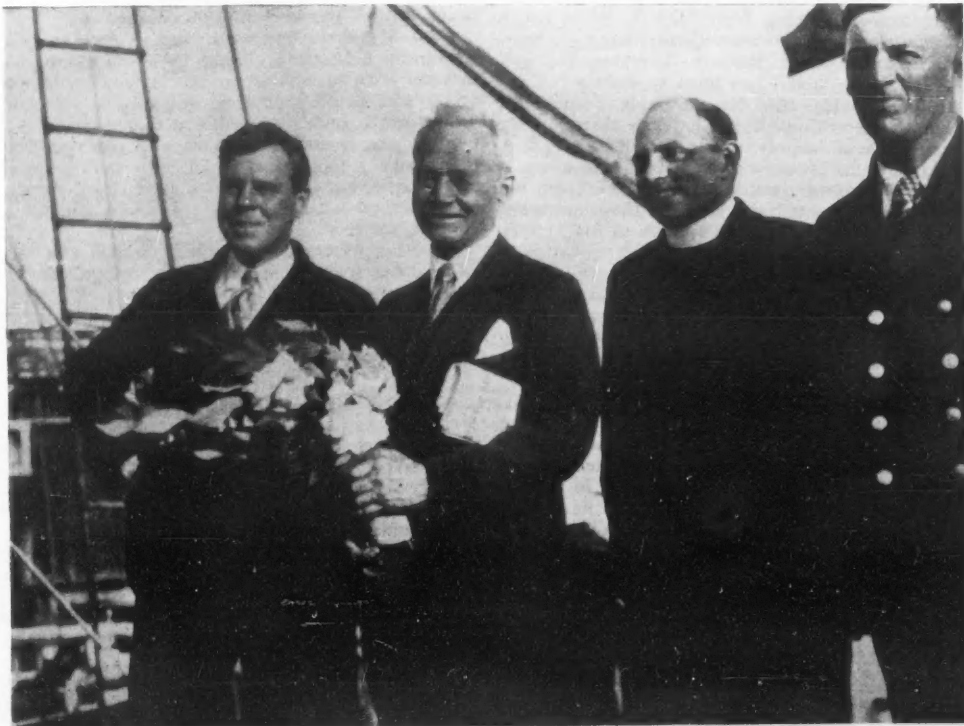
Soon after in another gale the last vestiges of the famous *Marco Polo* vanished. Divers later were brought to the island, in an effort to raise her copper sheathing, valued at \$10,000. The effort was futile. The metal is still buried in the sands off Cavendish, will doubtless remain buried till the seas give up their dead.

There are but two known relics of the famous *Marco Polo*, given to his hostess, Mrs. Alex Macneill of Cavendish by Captain Bull, and now in the possession of her granddaughter, the famous L. M. Montgomery, at her modest home at Norval, Ont. One is a jug with a pewter lid, and the other a big platter decorated with the once-famous "Black Ball" flag.

Considerable social progress has been made in our town since last year. Hostesses no longer call up for lint and bandages when they ask the neighbors in for an evening at bridge.—*Kansas City Star*.

Some telephone company should merge with a frigidite manufacturer and produce a comfortable hot-weather 'phone booth.—*Life*.

It has been discovered that this continent has been inhabited for approximately 30,000 years, which explains some of the vehicles one sees in the used-car lots.—*San Diego Union*.



SIR WILFRID GRENFELL AT LUNenburg, N.S.

The famous explorer and missionary, as he arrived at Lunenburg, N.S., on his schooner the *George B. Cluett* from Boston en route to St. Anthony, Newfoundland, from where he will journey to Labrador. Left to right are, Albert Gould, President of the New England Grenfell Association, Sir Wilfrid Grenfell, Rev. Stanley Bland and Capt. Kenneth Iversen in command of the new ship the *George B. Cluett*.

—Wide World Photo.

HOMeward BOUND!

The Perils of Sea Travel — Why it is Advisable to Depart in Absolute Secrecy—An Infallible Remedy for Seasickness

By P. O'D.

Illustration By Jack McLaren



"I CAN SEE THE BRUTE BEGINS TO TAKE TO YOU ALREADY"

ONE of the pleasant features about packing for a summer visit from England to Canada, is that you are relieved of any troublesome indecision as to what clothes you should or should not bring with you. Of course, there probably are gentlemen with wardrobes of such amplitude and variety that they have to call in the services and advice of a valet. But I was spared any such sartorial worries. I simply threw all I had into the little flat trunk which is supposed to fit under a bunk but usually doesn't. I knew I would need it all—my winter overcoat and my straw hat, my fur-lined gloves that were a Christmas present, and my white flannel trousers that fit so badly they might have been rubbers and tennis shoes, a woollen muffler and a blazer, everything that I owned, or had borrowed and never returned. I knew that I would have to face conditions that ranged from the Arctic to the tropical. I would alternately freeze and bake, and in the intervals I would probably be soaked to the skin, for the northern Atlantic is the northern Atlantic, and Canada in the summer can be pretty nearly as hot as Mexico. One would really need an outfit something like that of those hardy fellows who are trying to conquer Mount Kanchenjunga—there are about eight alternative spellings, but you know the mountain I mean. Their pictures show them in everything from solar topees to snow boots. But I did my best. I brought all I had, irrespective of age, shabbiness, and lack of style. But what difference does style make to a man leaning over the side of the ship and half hoping that the next big wave will sweep him overboard? If a man is going to feel like that, he might as well do it in the old suit he was thinking of giving to the Salvation Army.

When a person is going on an ocean voyage, I am not sure that the best plan isn't to say nothing whatever about it, except to those numbers of one's immediate family who might otherwise be rather astonished at one's continued absence. It is true that you would miss a lot of farewells of a pleasantly convivial character, but you would also miss all the people who want you to take things over for them and do things for them when you get to wherever you are going. Being the simple and confiding soul I am, I told everybody I knew, and two or three days later a gentleman I hadn't spoken to more than six times in my life arrived with an Airedale pup he was sending to a "brothah" in "Vancouver." He explained that it was a very fine pup, indeed, and related to half the Airedale peerage, with blue ribbons hanging from almost every twig of its family tree. He intimated that he wouldn't trust it to everybody, but knowing that I was a sporting sort of fellow, with an instinctive love and knowledge of dogs, he felt Woggles would be very happy with me. His idea seemed to be that I would probably have Woggles in to occupy the spare berth in the cabin—supposing there was a spare berth—or give him part of mine in case of a real stringency for space.

VERY carefully, for one must not take sudden liberties with the cherished geographical notions of the great English middle class, I explained that I was not going to Vancouver or anywhere within three thousand miles of that lovely and thriving city. He seemed very much astonished—possibly at the idea that any place in Canada could be three thousand miles from anywhere else. He seemed rather depressed, too, but only for a moment.

Of course, I would prefer he were in your charge the whole way—I can see the little beggar has taken to you already," he assured me with a very toothy smile. "But it will be all right if you take him to Jolly old Montreal or Toronto or wherever it is, and pass him on to one of your pals who may be going to Vancouver. I know how you Canadians are always gadding about your topping country. Three thousand miles—my word, how perfectly ripping!"

I saw that I had to be frank with this man, and I was. I told him I wouldn't take Woggles, even if he had been the kind of dog I like, and that I was sure to get into quite enough trouble with the captain and the other officers without having with me a creature that would probably go up and bite them in the slack of the trousers while they were bending over a compass or a lady on the bridge, or engaged in any other of the delicate and perilous duties of their profession.

"But he's as gentle as a lamb. And friendly!—my dear chap, only look at him!"



COL. D. CARMICHAEL

One of those appointed by the Dominion Government to administer the War Veterans' Allowance Act. Col. Carmichael is an Ontario man and was a member of the Drury Government.

I did look at him, and Woggles, feeling that this was a time for affectionate display, put both his front paws on my shoulder and drooled in my ear. Before I could fight him off my collar had gone completely gaga.

"What did I tell you?" said his owner triumphantly. But I hardened my heart. I know that imbecile friendliness of canine youth. Woggles was the sort of dog who, if he saw me reclining helpless and pale in a deck-chair, would bring along a nice big bone from the ship's galley to cheer me up. I refused absolutely to have anything to do with him, and finally his owner went away in a huff, but I feel that his "brothah" in "Vancouver" will be very grateful to me if ever he hears about it.

AND then there was the dear lady who wrote to ask me when and on what ship I was sailing, as her "little niece" was going to Canada on the good ship Thingumbob from Liverpool, and could I arrange to go on the same boat, as it would be such a comfort to her to know that I was there to act as a sort of guardian. Hurriedly I wrote back to say that my plans were very much in the air—after all, any plans of mortal man might be so described—but that the one thing certain was that I could not by any possibility sail on the Thingumbob. And then I made my further arrangements in complete secrecy, feeling that I had had a very narrow escape. Even an Airedale pup about the size of a calf would have been a light burden compared to a pop-eyed young person of eight or nine in pig-tails—so I pictured her, sniffing and clinging to my hand, and calling me "uncle" or "grandpa" or something like that, just about the time I was trying to convince some attractive fellow-passenger that the whiteness of my hair was entirely premature, and that I was in reality a dashing young devil.

Of course, as the reader may perhaps be suspecting, I discovered two or three days before I sailed, when it was quite too late to do anything about it, that the "little niece" was not nine but nineteen and a very pretty and vivacious young lady, whom any man not over ninety himself might well consider it a privilege to have in his charge. Oh, how I regretted the lies I had told! And how I cursed maiden aunts for the affectionate diminutives with which they refer to their youthful relatives! After this whenever I am asked to have a fatherly eye on a little niece or daughter in a ship or a train or anywhere else, I shall refuse to commit myself until I have a photograph with full particulars as to age, height, complexion, and waist measurement. On these specifications will depend whether the eye will be there or not, and also how fatherly it will be.

FINALLY all these problems and worries of preparation got themselves settled somehow or other. All of a sudden, it seems, your family is saying goodbye to you with a light-heartedness that is somewhat discouraging, and the ship is warping away from the dock—warping being a process which seems to involve a tremendous amount of shouting and rattling of chains and chugging of engines, while a whole fleet of tugs pull and push the ship into movement with the ferocious energy of a gang of ants dragging home a dead beetle. Swiftly the shores slip past you and then in almost no time at all, instead of a friendly shore of little villages on either hand, you have only one shore quite a distance off on the right, with the green South downs heaving their rounded backs up above the white chalk of the cliffs. And the ship takes to a bit of heaving, too, and there are premonitory symptoms which make you realize that in a very short time you are going to find out whether or not you are really so good a sailor as you like to think you are.

There was a long, smooth swell, the aftermath of a southwest gale, and with a considerable up-and-down movement the ship developed also a slithering side action, a sort of hip-roll, suggestive of one of those Oriental dances which horrify and fascinate such moral reformers as visit the wicked cities of the East—or the night-clubs. But on this occasion the effect was not voluptuous. Not a tall, as George Ade used to say. I sought out my cabin-steward for advice and encouragement—he was the only one of the ship's company with whom I had so far been able to establish relations, amicable or otherwise. He was blandly superior—also very Irish.

"It's a foine, callum day," he assured me. "But if it's unaisy ye are in the stomach, I've known a little brandy taken neat ivry now and then do a man a world of good."

He spoke with conviction and to a converted congregation. In fact, something of the sort had already occurred to me. There are few forms of human discomfort, whether physical or mental, which do not respond favorably to something neat "ivry now and then", and in this case the system was brilliantly successful. In an hour or so I had found my sea-legs—perhaps I should say my seasophagus, for the trouble wasn't really in my legs—and was swaggering around the deck with a view to picking out the more comely of my fellow-passengers, so that I might know where to have my deck-chair placed, and what table to sit at, and whether or not to go in vigorous-

ly for deck-tennis or for earnest discussions on Epstein and Einstein—they both produce figures which nobody understands, so that it is usually quite safe to talk about them. On such little things as these does the pleasure of sea-travel depend, and I am all for getting quickly to work.

Unfortunately, on the first day the more interesting of one's fellow-passengers are apt to immerse themselves in their cabins shaking the folds out of dresses and hunting frantically for all the necessary garments and etceteras which they put by mistake into the trunks labelled "Not Wanted", now lying, remote and inaccessible, down on the keel of the ship or perchance floating dismally about in the bilge. Anyway, the prettier members of the passenger list seem never to appear until evening on the first day, and by then one's place at table has been allotted, and—oh, well, there's no use repining at fate. Besides, there is always that sheltered corner behind the big skylight on the boat-deck, where little inequalities of fortune and opportunity may sometimes be corrected.

THE first dinner is usually a moderately bleak affair. Everyone looks rather depressed and introspective, and hardly anyone dresses for it—Heaven only knows why. Such, I know, is the custom of the sea, but it has always appeared to me a singularly absurd one. Not that I am the dressy sort of cove who can't inhale his evening soup unless his chest is pressing against a starched shirt-front. But if a man is obliged by tyrannous social decree to bring along evening clothes, why shouldn't he be allowed to put them on the first night? After all, it may be the only night he'll get a chance to show them. For the rest of the voyage he may have to take such nourishment as he can trust himself with in the seclusion of his cabin or supine in a deck-chair clad mostly in a steamer-rug. Personally, I am all in favor of dressing with elaborate care the first night—for one thing it gets everyone off to a good start—and after that I would leave it to private taste, the dictates of Neptune, and the preferences of the temporary beloved.

It has been my idea to cross at a time when travel would probably be light. I felt the need of leisure and reflection. I wanted to revise my memories and sort out the information given me about the changes which had taken place in Canada in my absence. Especially I wanted to be quiet, I had visions of spending long, lazy days, gazing dreamily out through half-shut eyes at a far blue horizon which tilted gently up and gently down, while I slipped the broth or the tea which the kindly steward brought me, and I meditated on "great thoughts, grave thoughts, thoughts lasting to the end." So it rejoiced me very much to discover that there were only a little over fifty people on the passenger list. This, I felt, was going to be a very soothing and tranquil voyage.

That was a mistake. If you want to be really quiet at sea and loaf and invite your soul, pick out a ship with about six hundred passengers. Then they may be so busy that they'll forget about you and leave you alone. But don't be the sixth man on a ship where there are only about six capable of any exercise more violent than the morning and evening toddle along the deck—not if you're looking for leisure. Every time you sit down in a sheltered corner somewhere, earnest men and maidens even more earnest will hunt you out to make a fourth at deck-tennis or take a hand at something or other, until your days are filled with the flipping of rubber quoits and the rattle of shuffleboard, and your evenings made terrible by old ladies who are looking for a partner at bridge and will not be denied. They don't really want you but there is no one to take your place, and so you stand perishing at the post of duty like that noble Pompeian sentinel, while the ashes of boredom slowly heap themselves upon you. Life at sea would be quite enjoyable if it wasn't for its amusements. As it was, I realized that I would reach Canada a weary and broken man, and all my friends would wonder what had happened to age me so rapidly. But there was one thing they spared us—there was no ship's concert. We were too few to be butchered harmoniously to make a naval holiday. I don't think I could have stood that.

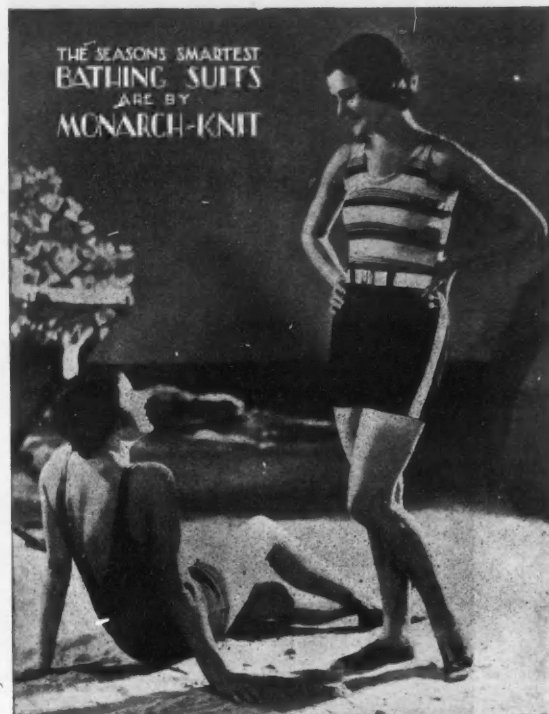
Editor's note:—This is the second of a series of Canadian impressions by P.O.D. The third will appear in an early issue.

An American Senator says that his good health is due to a daily roll on the floor. Many people prefer toast on the table.

"The next war will be a contest between machines." Happy day! Machines can't write memoirs.—St. Thomas (Ont.) Times-Journal.

Smallpox is rare now. Those marks on a man's face mean he was an innocent bystander in Chicago.—Beaumont Journal.

In the old days farmers used to pray for rain. Now they just go out and polish their cars.—Judge.



WHEN fashion sets a new vogue in bathing suits smart women turn naturally to Monarch for the very latest in beach creations.

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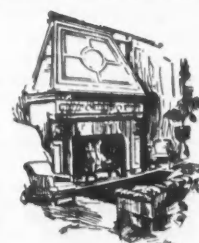
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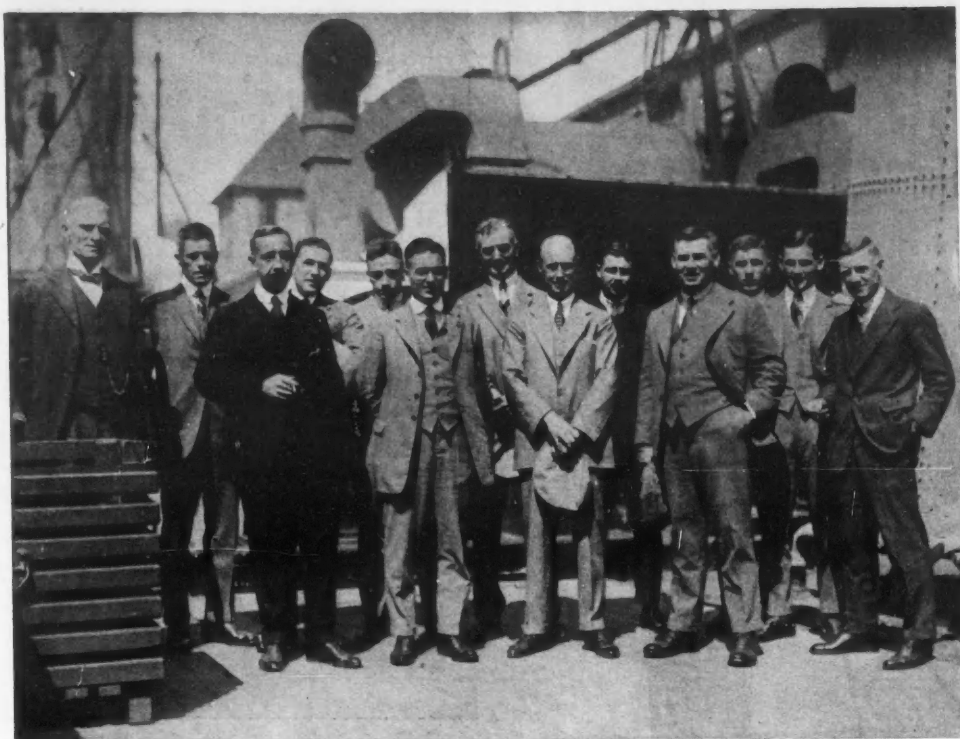


David E. Mulligan Vice-President

A VISIT to the Windsor Hotel is not just the securing of a shelter for the night. It is a warm and pleasurable experience which the visitor remembers as typifying the hospitality of Montreal.

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THE Windsor ON DOMINION SQUARE



The late Dyce Saunders, K.C., at extreme left photographed on shipboard with the All-Canadian Cricket Team which Mr. Norman Seagram sent to England a few years ago.

Canada's Greatest Cricketer

Portrait of late Dyce W. Saunders hangs among the "Immortals" at Lords

By Vincent W. Price

"Cricket deserves that its votaries should give it their best efforts".

THESE words written by the late Dyce Willcocks Saunders as long ago as 1887, epitomize the secret of that worthy life so tragically ended but a short time ago, by his unexpected passing in England. It was true of him to an outstanding—even to an unusual degree, that his "best efforts" were put in his every undertaking, as a sportsman, as a churchman, and as a gentleman. To those fortunate enough to know him well, he was a living proof that "Example is better than precept". Modest and retiring in himself, he nevertheless made a marked impression on every circle he touched. With his passing the Country has lost a great exponent of true sportsmanship; his Church a pillar of strength, and the community generally an honourable gentleman.

Dyce Saunders was born in Guelph in 1862, the eldest son of Thomas W. Saunders, Police Magistrate there for forty-six years. In 1883 his grandfather, Colonel Thomas Saunders, came to Canada, and settled on the banks of the River Speed, a few miles from Guelph. For twenty-three years he was Clerk of the Peace for the County of Wellington.

We may read of him in an interesting volume published in 1895—"Sixty years of Canadian Cricket". This tells of him as a lad of sixteen on his school team—Trinity College School—in its Annual Match with Upper Canada College, making 19 of the 67 runs scored by T.C.S., which won the match by 11 runs. On this occasion as Captain of the Eleven, he was playing behind the wicket, the position in which he later gained such fame. While at Trinity College School he won the Bronze Medal awarded for honesty, industry and integrity.

Graduating from Trinity College School in 1878 he entered Osgoode Hall, but the cricketer did not give way to the student. It was during his fourth year at Osgoode, when playing for Guelph against Trinity College, he scored his first Century—107 "not out". Scoring a Century is an honour enjoyed by few cricketers, but it was the achievement of Dyce Saunders on at least five different occasions. It is interesting to note that in Cricket records down to 1894 there were seventy-seven Centuries made by Canadian players, and among these are four of Dyce Saunders'. The third and fourth Centuries were made in 1893 within six days of each other, when first he made 111 "not out" and later 116 "not out".

To every lad who "makes" his school team, there comes a thrill which in later life it is difficult to equal. All too often "sports days" end with "school days", but fortunately for the history of Canadian Cricket this was not true of Dyce Saunders. He made his first appearance on a representative Canadian team two years after graduating from Osgoode in 1885. With the Canadian Zingari he played against Pittsburg. In his star position as a wicket keeper he "stumped" two of the Pittsburg players and the Zingaris won by 8 wickets.

Two years later—in 1887—Mr. Saunders had the distinction of taking part in the most outstanding event in the history of cricket in Canada up to that time—namely, the first visit of an all-Canadian team to England. The story of this trip makes a very entertaining bit of Canadian Cricket literature. It is entitled "Cricket across the Sea", written by "Two of the Vagrants", and one of these vagrants was Dyce Saunders. Humorously referred to in the small volume as "Papa Saunders" he is shown with the rest of the "Eleven" having a marvellous trip, playing well, winning half the matches played, and thoroughly enjoying all the entertainment such a trip would bring to the "Canadian Gentlemen". We can well imagine that the young man then in his twenty-fifth year, would have expressed grave doubt had he been told that thirty-five years later, in his sixtieth year, he would again bring honour to Canada on the English cricket field. Yet this was true, for he crossed the Atlantic with "Norman Seagram's Eleven" in 1922. In this trip we again hear of Mr. Saunders wholehearted enjoyment, but even more the enjoyment of the other members of the "Eleven" in their association with their famed and greatly beloved wicket keeper. During the entire tour he "kept wickets" and played in most of the games.

An important event to the players during their visit to the Old Land was a dinner tendered to the team in the House of Commons, when the Right Honourable Austen Chamberlain was the chief speaker, and most of the members of the British Cabinet were present, as well as many notable people. Mr. Saunders was chosen to represent the Canadian team in replying to the Right Hon. Mr. Chamberlain. His address was a very able one indeed

and added lustre to the many laurels previously won for himself and the "Eleven".

It was during this visit to England that a very signal honour became Mr. Saunders', when he was made an honorary member of the famous M.C.C. The years between the dates just mention, 1887 and 1922, show Mr. Saunders as a member of most of the representative teams of Canada, playing in many international matches, and on many occasions captaining his side. He was a worthy opponent meeting the "Gentlemen from England" as well as the "Gentlemen from Ireland" and frequently he visited Philadelphia and other American cities. He was the only Canadian who ever made a Century in an international match at Philadelphia, for which achievement he was made an honorary member of the famous Pilgrims Club.

In 1923, when the "Free Forersters" of England toured Canada, Mr. Saunders was made a member of that organization.

In 1924, in commemoration of his having participated in cricket for half a century, the members of the Toronto Cricket Club presented him with a very fine portrait of himself by the Canadian Artist, E. Wyly Grier, and also with an illuminated address.

As late as 1928 Mr. Saunders played in a Cricket fixture. This was at Armour Heights, the grounds of the Toronto Cricket Club, his own Club, where he had been a member ever since graduating from T.C.S., and where he was revered and looked upon as the Dean of Canadian Cricket. In this, his final game, it was noted with deep affection and admiration that with all his old-time vigour he played behind the stumps, the light in his eye still bright and his love for the game still strong.

Though his playing days were over, Mr. Saunders' keen liking for the game never waned, and during his late visit to England, just before his death, he wrote "I have seen Cricket that I wouldn't have missed for worlds".

NO surer indication could be found of Mr. Saunders' outstanding place in the world of cricket, than the fact that he is named in the "Encyclopaedia Britannica" as the guiding genius of Canadian Cricket, and also that his portrait hangs in the gallery of immortals in the Club house at Lords.

It is most significant that Mr. Saunders' greatness as a sportsman did not in any way diminish his nobility as a man. Rather his fineness in other and contrasting ways became more definitely marked. Ever a devout Anglican, his religion was part and parcel of his every day life. Quietly and unostentatiously he lived the beliefs which were his deep-rooted convictions, and always his strength of character was evidenced in simplicity. Many common place incidents indicate the practical manner in which his faith governed his conduct. During the last fifteen years of his mother's life it was his custom to go regularly to Guelph on a Friday afternoon and visit her. No appointment was allowed to interfere, no evening engagement prevented. Almost invariably, week after week, year after year, he left his busy office early Friday afternoon to spend a few hours at the old family fireside. And as he came away after each visit he always paused at a certain spot to turn and wave farewell to the little old lady at the window.

His service as a distinguished Churchman was of a varied and far-reaching character, touching the educational, charitable and religious activities of the Church. In 1927 on the death of Dr. J. A. Worrell, K.C., the Chancellor of the Diocese of Toronto, it was universally felt that the logical person to receive the appointment was Mr. Saunders. It is needless to say that he filled this high office in a most exemplary manner, following the high ideals which were essentially his. His qualities of sound judgment and fair mindedness gave him a distinguished position at the Bar. He was made a King's Counsel in 1908 and was a Bencher of the Law Society of Upper Canada.

Within recent years his judicial qualities and his well known spirit of fair play came into prominence when he sat, first, as a member of the Commission to adjudicate upon the United Church of Canada questions, and later, when he acted as Chairman of the Board of Arbitration in the Toronto Transportation Commission Wages Dispute.

Two great sorrows affected his life keenly and were deeply felt by him. These were the loss of his eldest son in the Great War, and the death of his wife two years before his own. But here, as always, his characteristic selflessness was seen; his thought was for others; his personal grief was hidden, and to those with whom he came in contact there was shown the genial, kindly manner, and the charming personality which made him loved by all.

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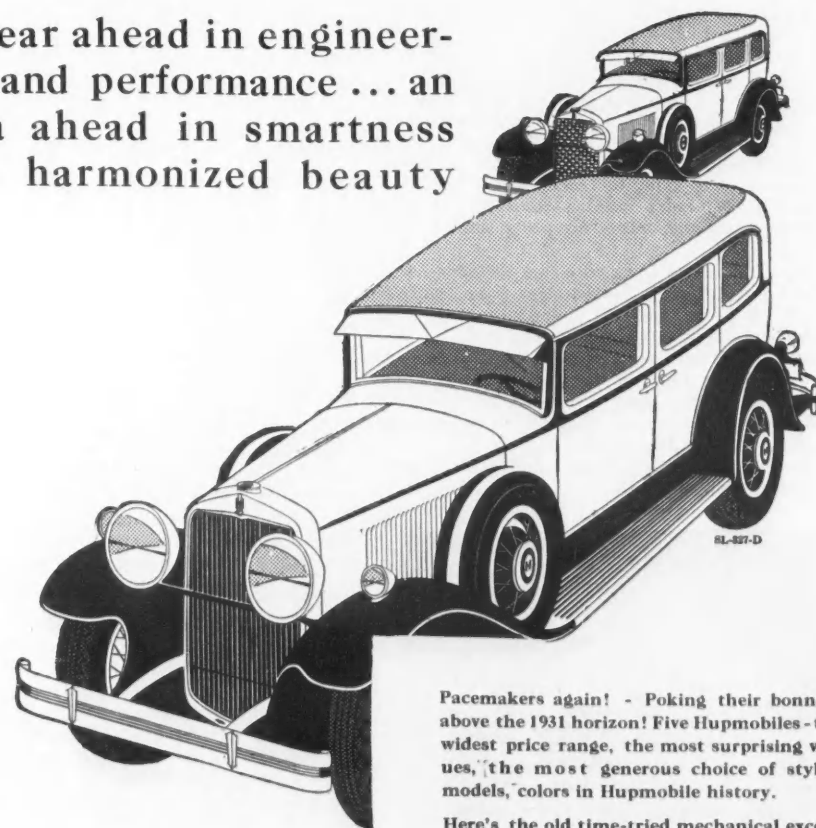
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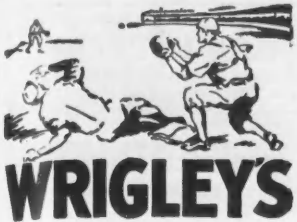
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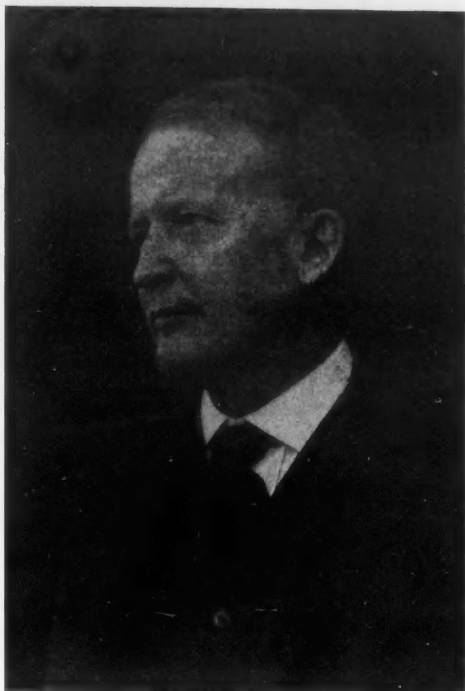
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Jubilee of a Journalist

Flesherton's Champion fly-weight emerged into a leader writer

by **F. D. L. Smith**



JOSEPH T. CLARK

For many years chief editorial writer of the Toronto "Star" and a former editor of "Saturday Night" who this summer celebrated his fiftieth anniversary in the newspaper business. Like many another famous newspaperman he began as a printer's devil.

MR. JOSEPH T. Clark, Editor of the Toronto Daily Star, has been getting a great deal of friendly publicity. Confreres all over the country, who like him personally or admire his writing or both, have been handing him bouquets. All of which he deserves! The occasion for this outburst of well merited applause—this apotheosis of an exceptionally modest newspaper man—is the jubilee of Mr. Clark's entrance into journalism.

After working at the printer's case in several of the Ontario weeklies, varying the routine by writing, Clark in his early twenties became part proprietor of the Pickering News. Perhaps it was proximity to the "big city" that drew him to the office of the Toronto "World". When he met W. F. MacLean, the latter asked him to start writing editorials right away. "Joe", looking even more exceedingly juvenile than he was, protested that he wanted to be a reporter, but "W. F." was adamant. So the newcomer began producing leaders and he has been doing so ever since, is still doing so, and seems likely to continue doing so for many years to come.

The attractive quality in his articles is a sort of sly humor, which makes them easy to read. He takes his subject—strawberry shortcake for instance—and plays with it like a young puppy does with an old shoe, turning it over and over and getting no end of fun out of the process for others as well as for himself.

When I first knew him many years ago he was Assistant Editor of SATURDAY NIGHT. At that time the late Edmund E. Shepherd, founder and Chief Editor, was still at the helm. Shepherd, writing over the pen name "Don", and Clark over that of "Mac", were producing the "Front Page" which first gave the paper its standing. When Shepherd sold out and went to Southern California for his health, Clark carried on under the new management until, deciding to re-enter daily journalism he became an editorial writer on the Star, of which Mr. (now Senator) John Lewis was then Editor. Upon the retirement of Mr. Lewis, about sixteen years ago, Mr. Clark succeeded to his Chief's chair and there he has sat ever since.

Mr. Clark has always been the most pugnacious of pacifists, or pacifists, as the English insist on spelling it. As a schoolboy at Flesherton in Grey County, Ontario, he used to "lick" every "kid" who came into the neighborhood. According to all accounts he was Tom Sawyer and Huckleberry Finn rolled into one. As a youth he attained considerable skill in the manly art and was never known to take "backwater" even from fellows twice his weight. One result was that he had not to fight many battles. Having thus personally achieved peace with everybody he came to believe perhaps that the whole world was also in a state of perpetual amity. His paper hoped that war was a thing of the past.

And then on August 4th, 1914, Germany invaded Belgium! From that moment until the Armistice, Joseph T. Clark was wholeheartedly in the struggle. Having had to deal with bullies himself he detested the German bully and did all he could to bring about his downfall. He wrote practically all the war editorials which appeared in the Star during the whole four years and more of the struggle. His two grown up sons went to the Front early and distinguished themselves greatly, one as an officer in the infantry and the other as a daring airman. Both remained to the end of the war and came back covered with glory. Both proved themselves practical pacifists like their father. None of the three believes in fighting but if they see what looks like a just war they are all going to be in it. Mr. Clark was a factor in carrying his paper over to the Unionist side in the General Election of 1917. The Laurier Liberals were opposed to the Military Service Act as the only available means of securing the necessary reinforcements for the hard-pressed Canadian Army at the Front and that settled the matter so far as our Editor was concerned.

The subject of this sketch has always been a lover of sports, particularly of out-door sports. I have already spoken of his prowess with his fists. He was for many years an enthusiastic and skilful cricketer. Of late years he has gone over to golf and lawn bowls, displaying more than the average aptitude for both. He can generally sink a putt "if the hole is on the same green". An adept in "casting" the fly, he organized a trout fishing club which preserves several miles of the Beaver River in Grey County. When at his island cottage in Georgian Bay he goes in for large catches of small-mouthed Black Bass.

Mr. Clark has seen something of the world. As a mere lad and for love of adventure he was for a short time a tramp printer in the United States. About the same period in his life he joined a barn-storming theatrical organization, which essayed an American tour. These youthful experiences accomplished, he has since devoted himself to humorous editorials. He has travelled much throughout the Dominion and has represented his paper on at least two European assignments. He "covered" a British general election which confirmed the hold of the Asquith-Lloyd George Government on the reins of office. He differs from Mr. Mackenzie King in that he is not passionately fond of the United States. In his exquisitely humorous writings he sometimes takes a crack at that class of bumptious American who misrepresents the better sense of a great people. He is a witty after-dinner speaker, even though he is also a Presbyterian. He has very attractive personal qualities and enjoys a wide measure of popularity among his fellows.

The West in the Elections

By F. C. Pickwell

THE Dunning budget has been overshadowed in Western Canada by more pressing issues. Unemployment has forced its way into the picture to a much greater extent than had been anticipated. It had obviously been assumed that the federal campaign might get along nicely without their orators being embarrassed by this vexatious problem. But the electioneering had not gone very far till those with empty dinner pails forced their case to the front—and rightly so. Unemployment has been serious in western cities since last fall. During the winter that fact was urged by provincial governments, without success. The subject was casually treated but the chickens are now coming home to roost—and vote.

Associated with this situation is another equally serious, and that is the wheat market collapse. Through a striking bit of irony the market has made its most distressing drop since the government policy was broadcasted to the universe. On July 11th the price of wheat was lower than it had been for sixteen years. That is not surprising to anyone familiar with continental market conditions. In view of the huge world surplus it requires more than the magic wave of a political hand to adjust a situation of such vast importance.

The wheat crop and unemployment have been linked together by some cabinet ministers, much like the proverbial drowning man grasps at a straw. They now freely admit that unemployment in the west really does exist, but the reason is simple. Last year the farmers had a small crop—in reality, about half of that produced in 1928, but not so much below the ten-year average. This naturally produced the annoying unemployment problem which now blurs the nicely painted political panorama. The cure is equally simple. All that is required is a record crop. Everyone will then get to work and their troubles will be blown away with the harvest chaff. If government spokesmen could get an inside tip from the elements it might help their campaign considerably, though one cabinet minister disagrees, by suggesting that too much wheat is already part of the trouble.

The writer is not so sure that a big crop will solve unemployment in Western Canada—not being a good politician. It would help materially. But the cause is rooted much deeper than that. It is safe to assume that if the prairie provinces produce a record crop the price of wheat will continue to drop. That will not please the grain producers and would seriously affect the buying power of the

public. Should there be a crop somewhat similar to 1929 the price might not fluctuate so much, but this would curtail the circulation of money and hopes of prosperity. The price of wheat is no longer ruled by sentiment, or fantastic imperial bonds. Argentine has provided ample evidence.

The influence of even an abnormal crop will be little more than temporary. Considering the fact that there are some sixty-five hundred combines operating on the prairies it is logical to assume that employment will be reduced considerably, as compared to former years. Modern machinery has brought about a distinct change in this respect. For that reason it would not be wise to expect too much from this promise on the part of Western politicians, whose wish is really father to the thought. Six months ago they made similar ill-digested predictions about wheat prices. On their judgment there was no cause to worry.

Unemployment has become one of the most critical problems in Western Canada. Any permanent adjustment, or eventual settlement, will require the judgment and practical application of well balanced policy on the part of Canadian statesmen and business firms. The solution is work for Canadians, through persistent development of struggling western industries. During the last few years this question has not been properly considered by federal authorities. There has been too much political pondering to one class, at the expense of Western Canada as a whole.

The situation has become acute in all western cities. Winnipeg is a typical example. It cost the tax-payers over \$300,000 to feed the unemployed during the last winter and spring. The same might be said of the other cities between the Great Lakes and the Pacific Coast, to a proportionate extent. They should not be forced to bear the main burden. Many of those who had to be safeguarded should never have been permitted to enter Canada during the last year or two.

Lack of a national co-ordinated policy is more responsible for present unemployment than any vote-catching reason vouchsafed by politicians. Something much more businesslike and tangible than sentimental theories is required to solve this problem. It is rather amusing to western old-timers to again hear various office-seekers assuming the superiority complex. The West has gone through more political and economic experiments in its young life than any other part of the country—and still manages to survive the shock. The prairies have gone

(Continued on Page 10)

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By Hal Frank

"The Man From Blankley's"

IT IS a long time since one has had the pleasure of seeing John Barrymore demonstrate his decided gifts as a farceur. Between playing "Hamlet" for the more cultured boys and girls and dashing romantic roles for the film-going flappers of all ages, he has had little time for down-right comedy. But now in F. Anstey's farce-comedy, "The Man From Blankley's," he gets a fine opportunity to relax and the experience does everybody good. So good, in fact, that I have no doubt (from my deep knowledge of the workings of the film magnate mind) that we will be seeing him in comedies from now on. Well, all to the merry.

In "The Man From Blankley's" Barrymore plays an inebriated aristocrat and scab-lover who drops by mistake into the wrong house and assumed to be a professional "guest" hired from Blankley's, sits down to a dinner-party that is a riotous caricature of English middle-class life. The role fits him like a glove and he handles it with delightful suavity and polish. He's immense all through.

"The Lady of Scandal"

MADE from a comedy by Frederick Lonsdale, "The Lady of Scandal" is a smart drama of society that gives Ruth Chatterton another opportunity to give a finished, superbly poised performance in a type of emotional role that so many actresses would tear to tatters. It is always a pleasure to watch the restrained but significant mobility of Miss Chatterton's face and hands and she has here a role that gives her the widest scope for pantomimic finesse.

The story deals with a popular actress who is beloved by a young man of good but narrow-minded family, a story that becomes highly complicated when the actress falls in love with the young man's cousin. In support of Miss Chatterton is the always excellent Basil Rathbone and Ralph Forbes.

"Mammy"

IF YOU are still strongly enamoured of Al ("Sunny Boy") Jolson, you will find "Mammy" entertaining enough even if it lacks the pretentiousness of "The Jazz Singer" and "Sunny Boy." For one thing it contains the kind of operatic burlesque that always makes your reviewer fall out of his seat into the aisle. For another, there is no wonderful small child actor into whose unprotected ear-drums Al bellows heart-brokenly. Made from Irving Berlin's "The End Man," it gives us the more sophisticated Al of the revue stage, the Al who sings "Who Paid the Rent for Mrs. Rip Van Winkle While Rip Van Winkle Went Away?" (knowing wink).

"The Bad One"

FOR THOSE who would enjoy seeing Heartbreaker Edmund Lowe making passes at Dolores ("Hot Tamale") Del Rio all over Marselles, this one can safely be recommended. They will find interspersed with opulent passion, moments of robust, open-handed com-



LEWIS AYRES
Who plays Paul Baumer in "All Quiet on the Western Front" which enters its fourth week at the Royal Alexandra Theatre.

edy. Advocates of sex-repeal, who plan to attend, however, are advised to wear smoked glasses.

"Movietone Follies"

THE "Movietone Follies of 1930" is not the ambitious revue that its predecessor was. It's just another of those back-stage romances of chorus girls and play-boys with more money than brains and rests its claims for entertainment heavily on the shoulders of El Brendel, the Swedish comic (who is always amusing) and Marjorie White.

Film Notes

THE greatest opportunity ever offered an unknown player in pictures was given Lewis Ayres when he was chosen for the leading role of Paul in Universal's picturization of Erich Maria Remarque's "All Quiet on the Western Front," showing for the fourth week at the Royal Alexandra Theatre. Lewis Ayres, a St. Paul boy who went west with his family, left the University of Arizona to become a member of a jazz orchestra. It was while playing at the Coconut Grove in Los Angeles, a rendezvous of motion picture stars, that he was bitten with the bug to become a screen actor. He played in but two pictures before being chosen for the "All Quiet" role—a bit in the "Sophomore" and the role of a youthful lover in "The Kiss," in which he appeared with Greta Garbo. Young Ayres is a handsome lad of quiet demeanor and inherent modesty that would probably have proven fatal to his motion picture aspirations had he not fallen into the hands of Lewis Milestone, who as a director, discerned in this just the quality he sought to project on the

screen as a visualization of "Paul," the central figure in "All Quiet on the Western Front."

Film Guide

"The Floradora Girl"—Poking fun at the gay nineties.
"Caught Short"—Marie Dressler and Polly Moran in a side-splitter.
"Shadow of the Law"—Neat melodrama with suave William Powell.
"Mammy"—Al Jolson in person. A moving picture.
"With Byrd at the South Pole"—Highly interesting.
"Paramount on Parade"—Different from the usual film revue in that it is smart, original, and entertaining.
"Journey's End"—A splendid film achievement.
"All Quiet on the Western Front"—Remarque's novel made into an impressive film.
"The Divorcee"—Norma Shearer in a well-tailored vehicle.
"So This is London"—Will Rogers in top form.
"The Devil's Holiday"—Interesting melodrama.
"Anna Christie"—That well-known team, Greta Garbo and Eugene O'Neill.
"King of Jazz"—Lavish Revue with Paul Whiteman.
"The Bad One"—With Dolores Del Rio. Well-named.
"The Man from Blankley's"—With John Barrymore. Hilarious farce comedy.
"The Lady of Scandal"—With Ruth Chatterton. Smart society drama.

Coming Events

ALTHOUGH the Royal Alexander, now fully equipped for talkies, has proved itself by the prolonged success of its first picture presentation, "All Quiet on the Western Front," as popular for cinema attractions as for the legitimate offerings it is not to be deducted that the latter will be neglected, as the following list of road-shows already booked for the forthcoming season will verify.

Paris Riviera Edition of "Artists and Models"; Lysistrata; Three Little Girls; Street Scene; Katherine Cornell in "Disheonoured Lady"; Leslie Howard in "Berkeley Square"; Ethel Barrymore in her new play, "Scarlet Sister Mary"; Clark and McCullough in "Strike up the Band"; Philip Merivale in "Death Takes a Holiday"; Frank Morgan in "Topaze"; Queenie Smith in "Street Singer"; Earl Carroll's "Sketch Book"; Grace George in "The First Mrs. Fraser"; Jack Donahue in "Sons O' Guns"; Fritz Lieber in Shakespearean Repertoire; "Young Sinners"; Donald Meek in "Broken Dishes"; "Apron Strings"; Chic Sales in "Hello Paris"; Jane Cowl in a new play; the new "Greenwich Village Follies"; Walter Hampden in "Cyrano de Bergerac"; "Stepping Sisters"; "Flying High"; Thurston; Eugene Leontovich in "Candlelight"; and of course the D'Oyly Carte Opera. These attractions have been booked already with more to follow as soon as dates can be confirmed.

A bulder who was speaking in public for the first time said: "I am unaccustomed to public speaking. My proper place is on the scaffold."—*Christian World.*



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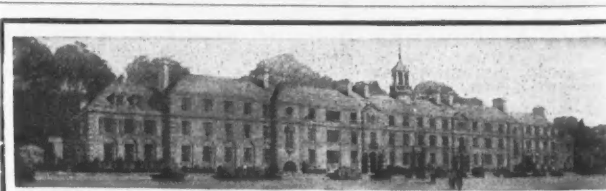
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AT THE THEATRE

New York

THESE are, of course, dull days in the Broadway theatre, and, in accordance with the seasonal custom, affairs in what is still blithely referred to as the "legitimate" will reach their low point during the next few weeks. There is nothing booked, with any degree of definiteness, for the remainder of the month. It is just possible that a vague pair called "Then She Woke Up" and "Velvet Skin" may attempt to disturb the July calm, but from present indications first-nighters

will have little or nothing to worry about until Tuesday, Aug. 5. At that time Mr. Belasco is scheduled to open his season—and presumably every one else's — with a play called "Dancing Partner," now hard in rehearsal over in Forty-fourth Street.

FURTHER proof that the doldrums are here is to be found in the number of continuing shows. There are just fifteen of them, a mere handful for the New York theatre, and the smallest assortment in the past several years. (This time last Summer there were, if you want to know, twenty; the mid-July before that twenty-three, and the mid-July of 1927 twenty-nine. By this ratio of decrease next July should find nine or ten). One pessimist whose business it is to follow such matters closely made a bet as long ago as March that the number of shows running on the 15th of this month would be fifteen or less. It now looks as if he had won.

MADGE KENNEDY is shortly to make a return to farce—remember "Twin Beds" and "Fair and Warmer"—on behalf of the English play called "Almost a Honeymoon," which the busy Shuberts have imported, tariff or no tariff, for Broadway. The play is now in rehearsal under the direction of Stanley Logan, and is booked to begin a tryout engagement, probably under another name, at Long Beach on July 25. In Miss Kennedy's supporting cast will be found Eric Blore, Terence Neill, Reginald Carrington and John Brewer. She is appearing by arrangement with Charles L. Wagner, to whom she is under contract.

LEON QUARTERMAINE, who was so good in "Journey's End," has been engaged to appear in the company that will surround Miss Cowl in the two plays she expects to do in the Fall for Macgowan and Reed — "When Hell Froze" and "Twelfth Night." The Shakespearean play will begin a four weeks' Boston engagement in mid-September, during which time the other vehicle will be prepared. The idea is that they shall open here within a week or so of each other.

DAVE CHASEN, who was prominent among Joe Cook's associate funny men in "Rain or Shine," will again be with him in the show whose book Donald Ogden Stewart is now preparing for production by those somewhat different partners, Morris Green, Lewis E. Gensler and the Erlanger office. . . . Those who remember, with some degree of pleasure, the musical comedies written several seasons ago by Harlan Thompson, librettist, and Harry Archer, composer — they were "Little Jessie James," "My Girl" and "Merry, Merry," to tell all—may be interested to know that another song-and-dance piece by these authors is in process of construction. It is called "High Hat" and Mr. Thompson is in town, en route from Europe to Hollywood, to put the finishing touches on the lyrics. Lew Cantor will probably produce the show.

THOSE local worshippers at the shrines of Chekhov and the drama who missed Jed Harris's presentation of "Uncle Vanya," Miss Gish and all, may still have an opportunity to see that play in mid-September before it begins a tour. At least Mr. Harris has notions of bringing it back for a two weeks' engagement, provided that a suitable theatre can be found.

GILBERT MILLER will be returning to these shores about Sept. 1 to begin his Fall season with one of three plays on his schedule—Pagnol's "Marius," Bourdet's "The Weaker Sex" or Molnar's "One, Two, Three." Before the Fall is too far advanced he also expects to stand sponsor for the New York engagement of Max Pallenberg and Fritz Massary, who are very much somebodies of the contemporary German stage. At present no definite dates for their season here have been arranged.

"Berkeley Square" will go a-touring in the Fall, with Leslie Howard continuing to head the cast, while Miss Cornell will carry the Frohman-Miller banner up and down the countryside with "Dishonored Lady." The Cornell conveyance will be the first to take to the road, opening in San Francisco on Aug. 18 and proceeding thereafter to Los Angeles. With the exception of Fortunio Bonanova, the cast on tour will be about the same as it was here. . . . Speaking of Mr. Howard, he was in town for a day last week, en route from Hollywood to England for a holiday.

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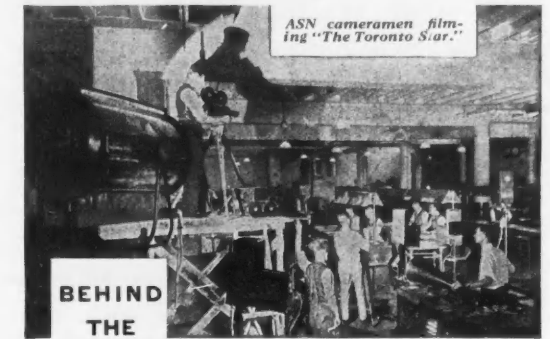
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Lawyer—"Had you complete command of yourself at the time?" Witness—"No, sir. My wife was with me."—Humorist (London).

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By Hal Frank

"The Man From Blankley's"

IT IS a long time since one has had the pleasure of seeing John Barrymore demonstrate his decided gifts as a farceur. Between playing "Hamlet" for the more cultured boys and girls and dashing romantic roles for the film-going flappers of all ages, he has had little time for down-right comedy. But now in F. Anstey's farce-comedy, "The Man From Blankley's," he gets a fine opportunity to relax and the experience does everybody good. So good, in fact, that I have no doubt (from my deep knowledge of the workings of the film magnate mind) that we will be seeing him in comedies from now on. Well, all to the merry.

In "The Man From Blankley's" Barrymore plays an inebriated aristocrat and scarab-lover who drops by mistake into the wrong house and assumed to be a professional "guest" hired from Blankley's, sits down to a dinner-party that is a riotous caricature of English middle-class life. The role fits him like a glove and he handles it with delightful suavity and polish. He's immense all through.

"The Lady of Scandal"

MADE from a comedy by Frederick Lonsdale, "The Lady of Scandal" is a smart drama of society that gives Ruth Chatterton another opportunity to give a finished, superbly poised performance in a type of emotional role that so many actresses would tear to tatters. It is always a pleasure to watch the restrained but significant mobility of Miss Chatterton's face and hands and she has here a role that gives her the widest scope for pantomimic finesse.

The story deals with a popular actress who is beloved by a young man of good but narrow-minded family, a story that becomes highly complicated when the actress falls in love with the young man's cousin. In support of Miss Chatterton is the always excellent Basil Rathbone and Ralph Forbes.

"Mammy"

IF YOU are still strongly enamoured of Al ("Sunny Boy") Jolson, you will find "Mammy" entertaining enough even if it lacks the pretentiousness of "The Jazz Singer" and "Sunny Boy." For one thing it contains the kind of operatic burlesque that always makes your reviewer fall out of his seat into the aisle. For another, there is no wonderful small child actor into whose unprotected ear-drums Al bellows heart-brokenly. Made from Irving Berlin's "The End Man," it gives us the more sophisticated Al of the revue stage, the Al who sings "Who Paid the Rent for Mrs. Rip Van Winkle While Rip Van Winkle Went Away?" (knowing wink).

"The Bad One"

FOR THOSE who would enjoy seeing Heartbreaker Edmund Lowe making passes at Dolores ("Hot Tamale") Del Rio all over Marselles, this one can safely be recommended. They will find interspersed with opulent passion, moments of robust, open-handed com-



LEWIS AYRES
Who plays Paul Baumer in "All Quiet on the Western Front" which enters its fourth week at the Royal Alexandra Theatre.

edy. Advocates of sex-repeal, who plan to attend, however, are advised to wear smoked glasses.

"Movietone Follies"

THE "Movietone Follies of 1930" is not the ambitious revue that its predecessor was. It's just another of those back-stage romances of chorus girls and play-boys with more money than brains and rests its claims for entertainment heavily on the shoulders of El Brendel, the Swedish comic (who is always amusing) and Marjorie White.

Film Notes

THE greatest opportunity ever offered an unknown player in pictures was given Lewis Ayres when he was chosen for the leading role of Paul in Universal's picturization of Erich Maria Remarque's "All Quiet on the Western Front," showing for the fourth week at the Royal Alexandra Theatre. Lewis Ayres, a St. Paul boy who went west with his family, left the University of Arizona to become a member of a jazz orchestra. It was while playing at the Coconut Grove in Los Angeles, a rendezvous of motion picture stars, that he was bitten with the bug to become a screen actor. He played in but two pictures before being chosen for the "All Quiet" role—a bit in the "Sophomore" and the role of a youthful lover in "The Kiss," in which he appeared with Greta Garbo. Young Ayres is a handsome lad of quiet demeanor and inherent modesty that would probably have proven fatal to his motion picture aspirations had he not fallen into the hands of Lewis Milestone, who as a director, discerned in this just the quality he sought to project on the

screen as a visualization of "Paul," the central figure in "All Quiet on the Western Front."

Film Guide

"The Floradora Girl"—Poking fun at the gay nineties.
"Caught Short"—Marie Dressler and Polly Moran in a side-splitter.
"Shadow of the Law"—Neat melodrama with suave William Powell.
"Mammy"—Al Jolson in person. A moving picture.
"With Byrd at the South Pole"—Highly interesting.
"Paramount on Parade"—Different from the usual film revue in that it is smart, original, and entertaining.
"Journey's End"—A splendid film achievement.
"All Quiet on the Western Front"—Remarque's novel made into an impressive film.
"The Divorcee"—Norma Shearer in a well-tailored vehicle.
"So This is London"—Will Rogers in top form.
"The Devil's Holiday"—Interesting melodrama.
"Anna Christie"—That well-known team, Greta Garbo and Eugene O'Neill.
"King of Jazz"—Lavish Revue with Paul Whiteman.
"The Bad One"—With Dolores Del Rio. Well-named.
"The Man from Blankley's"—With John Barrymore. Hilarious farce comedy.
"The Lady of Scandal"—With Ruth Chatterton. Smart society drama.

Coming Events

ALTHOUGH the Royal Alexandra, now fully equipped for talkies, has proved itself, by the prolonged success of its first picture presentation, "All Quiet on the Western Front," as popular for cinema attractions as for the legitimate offerings it is not to be deducted that the latter will be neglected, as the following list of road-shows already booked for the forthcoming season will verify.

Paris Riviera Edition of "Artists and Models"; Lysistrata; Three Little Girls; Street Scene; Katherine Cornell in "Dishonoured Lady"; Leslie Howard in "Berkeley Square"; Ethel Barrymore in her new play, "Scarlet Sister Mary"; Clark and McCullough in "Strike up the Band"; Philip Merivale in "Death Takes a Holiday"; Frank Morgan in "Topaze"; Queenie Smith in "Street Singer"; Earl Carroll's "Sketch Book"; Grace George in "The First Mrs. Fraser"; Jack Donahue in "Sons O' Guns"; Fritz Lieber in Shakespearean Repertoire; "Young Sinners"; Donald Meek in "Broken Dishes"; "Apron Strings"; Cht Sales in "Hello Paris"; Jane Cowl in a new play; the new "Greenwich Village Follies"; Walter Hampden in "Cyrano de Bergerac"; "Stepping Sisters"; "Flying High"; Thurston; Eugene Leontovich in "Candlelight"; and of course the D'Oyly Carte Opera. These attractions have been booked already with more to follow as soon as dates can be confirmed.

A builder who was speaking in public for the first time said: "I am unaccustomed to public speaking. My proper place is on the scaffold."—Christian World.



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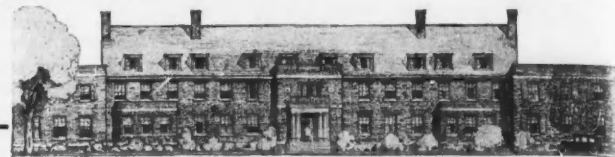
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AT THE THEATRE

New York

THESE are, of course, dull days in the Broadway theatre, and, in accordance with the seasonal custom, affairs in what is still blithely referred to as the "legitimate" will reach their low point during the next few weeks. There is nothing booked, with any degree of definiteness, for the remainder of the month. It is just possible that a vague pair called "Then She Woke Up" and "Velvet Skin" may attempt to disturb the July calm, but from present indications first-nighters

will have little or nothing to worry about until Tuesday, Aug. 5. At that time Mr. Belasco is scheduled to open his season—and presumably every one else's—with a play called "Dancing Partner," now hard in rehearsal over in Forty-fourth Street.

FURTHER proof that the doldrums are here is to be found in the number of continuing shows. There are just fifteen of them, a mere handful for the New York theatre, and the smallest assortment in the past several years. (This time last Summer there were, if you want to know, twenty; the mid-July before that twenty-three, and the mid-July of 1927 twenty-nine. By this ratio of decrease next July should find nine or ten). One pessimist whose business it is to follow such matters closely made a bet as long ago as March that the number of shows running on the 15th of this month would be fifteen or less. It now looks as if he had won.

MADGE KENNEDY is shortly to make a return to farce—remember "Twin Beds" and "Fair and Warmer"?—on behalf of the English play called "Almost a Honeymoon," which the busy Shuberts have imported, tariff or no tariff, for Broadway. The play is now in rehearsal under the direction of Stanley Logan, and is booked to begin a tryout engagement, probably under another name, at Long Beach on July 25. In Miss Kennedy's supporting cast will be found Eric Blore, Terence Neill, Reginald Carrington and John Brewer. She is appearing by arrangement with Charles L. Wagner, to whom she is under contract.

LEON QUARTERMAINE, who was so good in "Journey's End," has been engaged to appear in the company that will surround Miss Cowell in the two plays she expects to do in the Fall for Macgowan and Reed—"When Hell Froze" and "Twelfth Night." The Shakespearean play will begin a four weeks' Boston engagement in mid-September, during which time the other vehicle will be prepared. The idea is that they shall open here within a week or so of each other.

DAVE CHASEN, who was prominent among Joe Cook's associate funny men in "Rain or Shine," will again be with him in the show whose book Donald Ogden Stewart is now preparing for production by those somewhat different partners, Morris Green, Lewis E. Gensler and the Erlanger office. . . . Those who remember, with some degree of pleasure, the musical comedies written several seasons ago by Harlan Thompson, librettist, and Harry Archer, composer—they were "Little Jessie James," "My Girl" and "Merry, Merry," to tell all—may be interested to know that another song-and-dance piece by these authors is in process of construction. It is called "High Hat" and Mr. Thompson is in town, en route from Europe to Hollywood, to put the finishing touches on the lyrics. Lew Cantor will probably produce the show.

THOSE local worshippers at the shrines of Chekhov and the drama who missed Jed Harris's presentation of "Uncle Vanya," Miss Gish and all, may still have an opportunity to see that play in mid-September before it begins a tour. At least Mr. Harris has notions of bringing it back for a two weeks' engagement, provided that a suitable theatre can be found.

GILBERT MILLER will be returning to these shores about Sept. 1 to begin his Fall season with one of three plays on his schedule—Pagnol's "Marius," Bourdet's "The Weaker Sex" or Molnar's "One, Two, Three." Before the Fall is too far advanced he also expects to stand sponsor for the New York engagement of Max Pallenberg and Fritz Massary, who are very much somebodies of the contemporary German stage. At present no definite dates for their season here have been arranged.

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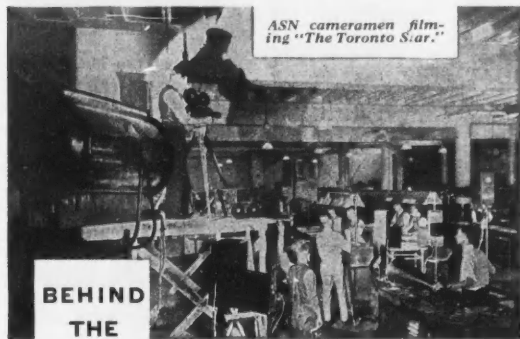
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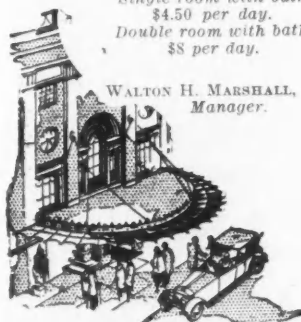
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Whither Love?

"LOVE IN THE MACHINE AGE," by Floyd Dell; Oxford University Press, Toronto; 428 pages, including Bibliography, Notes and References, and an Index; \$3.50.

By W. G. HARDY

"LOVE in the Machine Age" is an interesting and provocative book. Floyd Dell, better known as the author of "Moon-Calf" and "The Briary-Bush", has written an eminently fair and impersonal study of the modern tendencies in love and marriage.

There is no doubt, of course, that the present-day attitude towards sex is radically different from the conventions of our Victorian forebears. The clinging female who fainted at a proposal in antediluvian; so, too, is the manly gentleman in sideburns who sowed his wild oats and then settled down to staid and respectable matrimony. From hypocritical concealments of sex we have moved to frankness that is, at times, almost neurotic.

"Love in the Machine Age", however, is not neurotic. The author, like Socrates, believes that "Knowledge is Virtue". Acting on this assumption he claims a "poet's privilege" to analyse, interpret and popularize the findings of psychology and psychiatry—which, incidentally, he believes, apparently, to be exact sciences. It is his argument that, just as the religious sex-orgy of Mediterranean culture gave way before the patriarchal family with its concepts of male predominance and property-marriage, so the impacts of the "Machine Age" are 'destroying' not the family but the patriarchal family.

It is this patriarchal family which is Floyd Dell's bete noir. He admits its value in an earlier period; but he finds inherent in it a necessity to check its children short of adulthood and to countenance, as safeguards for its hypocritical ideals, prostitution, homosexuality, arranged marriage, polite adultery and sacred celibacy. More than that, it is to our "hang-over" from the patriarchal system that he ascribes modern sex-perversions and even, under the influence of Freud, much of our theft and murder.

This is rather a sweeping indictment. The author does seem to make an excellent case for the inadequacy of the "patriarchal" method of bringing up children. One may agree with him that many of our cases of juvenile delinquency are due to stupid and faulty education and that the so-called "purity" ideal for adolescents was, and is, infantile and unnatural. But to imply, as the author appears to suggest, that all of our sex-ills, past and present, have sprung from the patriarchal family seems to be somewhat wholesale. To the casual observer it seems possible that the sex-neuroses of modern life may be caused, in some part, at least, by the increasing complexity and urbanism of that mechanized civilization which is Floyd Dell's hope. The pages of past civilizations, too, are not free from sex-perversions and, to draw an arrow from the author's own quiver, some psychiatrists of the present are arguing that these are due, not to the faulty up-bringing of the individual, but to the existence of male and female characteristics in the same person. If, as seems possible, civilization consists in denying and defeating nature, the victory is likely to produce abnormalities and these can not all be laid at the door of the patriarchal family.

If Floyd Dell takes a tilt at the conservatives in the first part of his study he does not hesitate in his solution to join issue with the radicals. Free love and companionate marriage are to him only infantile compromises with the old patriarchal point of view. He feels, it is true, that "we must accept the full and passionate love of the other sex as the normal goal of youth." Yet he insists that this is to be attained, not by licence, but by romantic love which will "lead through courtship and love-choice to mating and family life." Nor is sex to be amusement. Instead it is fundamentally serious and is only justifiable as part of permanent mating. To him the only solution of our present confusion of morals is "marriages that will endure on a basis of mutual and happy love." The novelist's dream of romance is to be brought to earth. The deus ex machina is to be the proper education of adults and adolescents, and the family will survive as the essential unit of society. Like Lippmann in his "Preface to Morals" Floyd Dell has gone back to the Greeks and re-discovered Humanism.

Few will quarrel with this solution. One may feel that it is, as yet, impossibly idealistic—although the author argues it with a sweet reasonableness that is most convincing. It is far other with Floyd Dell's statement of his conception of the function of Art. To say in effect, that Art exists



SIR ARTHUR CONAN DOYLE
Creator of Sherlock Holmes who died July 7th at his home in Sussex, England. He was 71 years old. —Wide World Photo.

to enable people to enjoy vicariously case, Charlie Chaplin also. But, that their unfulfilled fantasies, or, in other words, to make people "feel good", strikes out defiantly at the artistic theory that art is to be "a faithful picture of the whole of life". On this point as in his attitude towards work for women "Love in the Machine Age" is certain to arouse comment.

The fairness of the book can not, however, be emphasized too strongly. The arguments are presented clearly and provocatively; but they are also expressed with an admirable impersonality. "Love in the Machine Age" is a volume that every thinking person, whether radical or conservative, will do well to read.

Artist's Wife

"OFF THE ARM," a literary merry-go-round by Don Marquis Doubleday, Doran and Gundy, 1930. Price \$2.00.

By

MARGARET ISABEL LAWRENCE

FOR very innocent sentences you cannot find the equal of Don Marquis. A very innocent person could read blithely through this story and wonder what it was all about. Which is the absurdity of it. For a knowing person can see rollicking implications of those very innocent sentences in their sophisticated setting, and realizes all the time he is reading that he has to be sophisticated to get the point. This is just the way to get your readers. It makes them feel pleased with themselves, and in the mood, accordingly, to be pleased with the writer.

The story is about Hugh Cass and his wife Sally. Cass is a young man whose father ran a grocery store in New York state somewhere, and was very proud to have a literary man in the family. So proud, in fact, that he was willing to send him checks every month in order that he could live in his proper literary setting on the left bank of the Seine in Paris. The main thing about Hugh Cass was his appearance, and his mellifluous voice. He would throw back his fine blonde head and send out marvellously placed words. He could have made the recitation of the alphabet sound like an affecting poem. There are lots of young men like that on the left banks of places. But, Sally, who was a waitress, and saw too much of the biological simplicity of men, was impressed. She hung on his words. Until she was married to him. Then she noticed that his magnificent art had not much relation to the economics. She might have tolerated that out of her tremendous respect for the structure of sentences, if he had not thought it wise and necessary to correct her mistakes about things.

Now that is only the introduction to the story. What did Sally do? Heaps, as any enterprising young woman can do in this surprising age. It is enough to say that she went to Hollywood. So did Cass, after one of his books became the book of the month.

That, of course, is part of Don Marquis' story, and part of his opportunity to do a little discreet publicity. Naturally, you can't take your subjects to Hollywood without mentioning Douglas Fairbanks, and in this

case, Charlie Chaplin also. But, that is all right, as every editor and every publisher would agree. People like to read about the stars in Hollywood. And people also like to read the Hollywood version of Cinderella. Which Sally became, with a prince in the form of a great director, who took wives, as he took cigarettes, lighting one from the other, as Don Marquis said a smart newspaper lad said.

Sally got her husband back, properly tamed. So, in this way, the story winds into the great American legend about woman and what they can do to men when they put their minds on it. Shakespeare should take a look at it from wherever he is. But, it would discourage him. For nothing, it would indubitably seem to him, lasts. Certainly not the ending of a shrew.

Though, this tale of Don Marquis may. It is human and apparently artless, which means it is appealing. He winds your affections round his innocent sentences, and before you know it you have read a most sophisticated modern story which is told much as any ewe lamb would tell you about the funny gambolings of goats and other creatures in the field.

It is perfect art, that. And it takes a very astute mind, and hard concentrated craftsmanship, as well as perfect emotional control. Artists and sportsmen will know what that means.

Philo Vance Again

"THE SCARAB MURDER CASE," by S. S. Van Dine; Scribners, New York; 328 pages; \$2.00.

By JOHN J. ROBINETTE

HOW do harassed public and professional men find that degree of mental relaxation which they profess to find in a studied perusal of the average modern detective story? I could never find any. Of course, in the first place, I am not a public man nor am I harassed but, moreover, the reason for my failure to find it may lie in the obvious fact that mental relaxation like space and probably most other things is a relative conception, and lovers of Edgar Wallace might reply that one whose brain is always relaxed can know nothing of mental relaxation. But for real mental exercise, analytical thinking, deduction, the clash of human passions and all the other constituents of the detective story recipe a current number of the law reports is far more satisfying than the average detective story.

But S. S. Van Dine's Philo Vance stories stand in a class by themselves. They are intellectual treats affording opportunities for light yet truly exhilarating mental exercises; they are the élite of modern detective stories. Their attraction lies not only in the scholarly approach of the writer — when one reads a Van Dine one feels that he is attacking a learned treatise on psychology, chess or Egyptology — but, beyond that, because of the air of realism which the author so adroitly gives them they are presented as real existent cases demanding solution and not as mere senseless hypothetical problems which unravel as the pages wearily follow on.

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famous crime investigating trio—the omniscient dilettante, Philo Vance, lover of the beauties of the symphony and of Japanese prints but equally callous to the beauties of the English language and who features a psycho-logical approach towards crime, Markham, the elected District Attorney, who goes about his work of crime solution with one eye on the editorials

of the opposition newspapers and the blunt, practical, unimaginative Sergeant Heath of the Homicide Bureau, whose Utopian modus operandi for the solution of any crime would be to arrest all the suspects at once and trust to the gods that some incriminating evidence will turn up before the defence lawyers can launch habeas corpus proceedings.

This time the de cujus is one Kyle, a wealthy philanthropist, patron and financier of Dr. Bliss' Egyptological excavation expeditions. He is found dead in the private museum of Dr. Bliss in New York city, his skull crushed in by a blow with a model of Sakhmet, the Egyptian god of revenge. The plot is garnished heavily with Egyptology—the language is of obelisks, mummies and Sarcophagi, of Ramses II, Queen Teti—Shiret, Queen Hat—Shepsut, the eighteenth dynasty, of King Intef and Tutankhamen—but all that is by the by and affords a picturesque background for the unfolding of the solution of the crime. The suspects are all under one roof and include the learned Dr. Bliss, an Egyptologist of renown in whose private museum the crime takes place. Dr. Bliss' young wife Meryt-Amen, an Egyptian lady of rare Oriental charm; Hani, a sort of guardian godfather of Meryt-Amen—a rare old soul with an apparent zealous faith in the avenging powers of Sakhmet and who regards the excavation of the tombs of his ancestors as plain ordinary body stealing; and two young American Egyptologists who fall under the spell of Meryt-Amen's attraction—an intriguing lot and at least as to motive, all capable of committing the crime.

Vance warms up his psychological approach, synthesizes the clues, analyses the emotions and mental characteristics of the crime, winds his way through a maze of Egyptology with which mirabile dictu he is perfectly familiar, and finally, to the utter consternation of Sergeant Heath and the reader, discloses the real murderer.

The author (he calls himself S. S. Van Dine, but is he not a professor at John Hopkins University who writes these stories for mental relaxation while we read them for the same reason?) by successfully blinding fact and imagination has concocted an interest sustaining yarn with a rather novel twist.

A distressingly weak and unreal anti-climax takes the edge off a bit, but despite this weakness in comparison with his previous murder case treatises, the Scarab ranks second only to the Bishop which, with its unique nursery rhyme theme, for originality of presentation has a flair all its own.

Beale St.

"SWEET MAN," By Gilmore Millen. Viking Press, Irwin & Gordon, Toronto; Price \$2.50.

By VICTORIA JACKSON

"SWEET MAN" must necessarily be grouped with Carl Van Vechten's "Nigger Heaven" and Julia Peterkin's "Scarlet Sister Mary". Although a first novel, it compares most favorably with these books by authors who have received recognition for their penetration into Negro life. Gilmore Millen has the advantage of not only being born and educated in the South, but of having his own plantation in Arkansas, where for four years he lived entirely with his Negroes, submerging his life completely into theirs.

He learned their legends and stories. And what is even more important, gained a true insight into their character, developing a deep understanding of the race. He waited until he was thirty before writing the novel, because he had read in one of George Moore's books that a prospective author should spend his life up to that time experiencing it rather than attempting to write about it.

The book, therefore, is a result of mature reflection, based on actual fact. It is centered around the character of John Henry, the illegitimate offspring of a mulatto mother and a white father. His mother left him to go to the "big city" in search of personal adventure, when he was only a few months old. Uncle Henry and Aunt Sally, the old couple who had adopted his mother, kept him with their own collection of children, all managing to live by picking cotton.

When he was eleven years old, the plantation owner took him into his house as a servant. And in the early part of his youth, he learned that he was desirable to women, attractive, "with a face that was lighter than tan and darker than ivory, always shadowed by a dreamy smile that nobody could understand." But, only one woman could hold him for any length of time, Ida, whom he finally married. The desire for something different from the life on the plantation, something similar to the life that he had seen in the owner's house, made John Henry restless; new countries must be conquered, new experiences must be sampled, new women loved and forgotten.

Here, the racy life of Beale Street, the Negro Broadway in Memphis, is



GILMORE MILLEN
Author of "Sweet Man."

drawn in all its vividness. "It is a street of business and love and murder and theft." Handy, who first "collected the rhythms and melodies of his race, and published them, never dreaming that music critics might see in them the beginning of an American music"—Wild Bill Anderson, who killed twenty-five Negroes one day when he lost money shooting craps with them, and lived to make his boast come true, that he would turn that gambling den into a funeral parlour. It was here John Henry spent several years, supported by women who loved him, until he tired of it, and finally landed in Hollywood. The sophisticated life of a beautiful and rich white woman is described, a woman who employed John Henry as a chauffeur, but who entered into his life even more deeply. Then the story rises to a powerful and dramatic climax.

It is written with daring. There are aspects of the race problem between black and white that few authors have presented. The fact that John Henry had white blood and yet felt a deep-rooted antagonism toward white people is particularly striking. A horrible lynching rooted itself in his mind, a lynching which is described so vividly, that one realizes how poignant the position of the blacks in the South must be. There is the casual and elemental passion, the almost childlike moods, that surround the characters. The value of the story lies in its utter naturalness and reality.

Gilmore Millen has drawn a figure that will not be forgotten, because in the character of John Henry, there is revealed the qualities of the Negro race. The subtle psychological comprehension that is evidenced in the delineation of character, the realism, coupled with intense action, makes it one of the most powerful and vivid pieces of writing that has been done about the Negro.

Brief Reviews

MACMILLAN'S new series of sea books, The Nautilus Library (\$1.00 each), designed for readers of nautical tastes and the more general reader who likes the unusual whether by land or sea. At present in this series there are twelve volumes which will be added to from time to time. J. G. Lockhart, who writes of "the unusual and strange," has three volumes in the series,—"Mysteries of the Sea," "Perils of the Sea" and "Strange Adventures of the Sea." Of bravery and heroism as well as adventure there are "Seamen All," by Keble Chatterton; "Sea Ventures of Britain" and "Sea Escape and Adventures," both by "Taffrail." If you are interested in pirates, smuggling and the good bad old days, there are three excellent volumes here for you,—"Buccaneers," by A. H. Cooper-Prichard; "Smuggling Days and Smuggling Ways," by H. N. Shares, and "Sea Wolves of the Mediterranean," by E. Hamilton Currey. This last volume devotes itself entirely to one branch of the pirate family, the rip-snorting, blood-shedding Corsairs of the Barbary coast. The pirates for three centuries swept the waters of the Mediterranean to the alarm of peaceful merchantmen and made all, even England, pay high indemnity for the lives of her sailors. The other three volumes in the series are,—"The Cruise of the Alerte," by E. F. Knight; "The Story of H.M.S. Victory," by Geoffrey Callender, and "The Loss of the Titanic," by Lawrence Beesley. No matter what particular bit of sea lore you seek, you should find it in this series of comprehensive little volumes.

If you are in the mood for light novels, the kind you can stop reading when you like, and pick up later without even thinking about them in the meantime, try these:

"Punch and Judy," by Esther Hyman (Macmillan, \$1.00). A marriage nearly wrecked by a selfish sister. The story takes place in England and the West Indies.

"The Beguiling Shore," by D. F. Gardner (Constable-Macmillan). English family life. The hero is the son of a clergyman and a portrait painter. The heroine was a stage-struck young lady before she married a country gentleman. A story of normal, happy people.

"Arrows of Desire," by Judith Clark

(Minton Balch, \$2.50). A modern young girl makes a place for herself in the world without sacrificing her ideals, nor her great love which rules her life.

Slightly more involved are the following novels:

"Broken Gods," by Flos Jewel Williams (Graphic, \$2.00). Mrs. Williams is a Canadian author who lives in the West. Her story is of "Charles Perters, lonesome and gifted poet, and preacher." He thinks he can fashion his own life and tries to do so in an unorthodox manner. There are three women who dominate in his life. One described as "an immoral parasite, a symbol of modernity." The ending is tragic in a worldly sense, yet brings hope and belief to the hero.

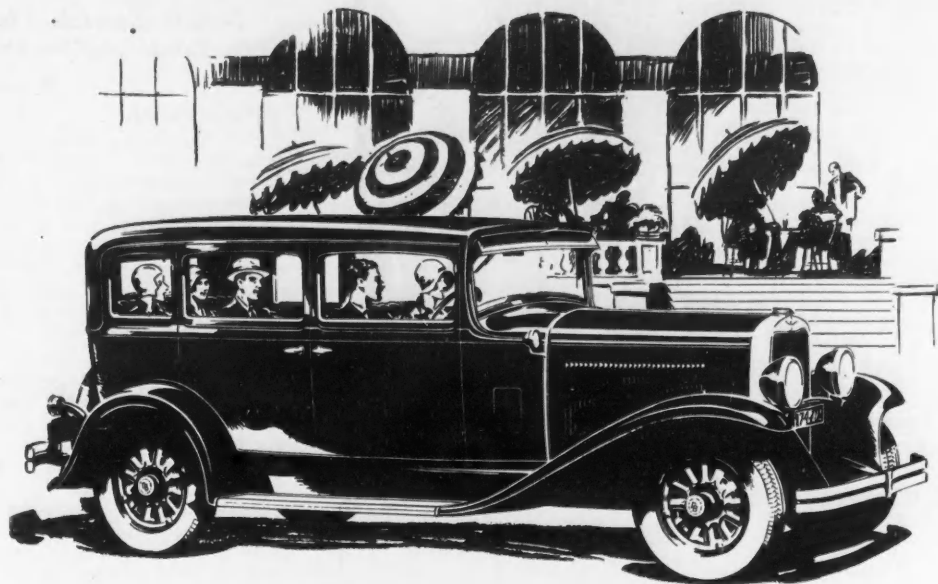
"The Waiting Room," by C. Grange (Dents, \$1.50). In this unusual story, the "waiting room" is a state of being after death. The action is in France during the war. Several combatants from different countries are buried in the same cemetery where they gain consciousness and engage in a philosophical discourse of war and its futilities.

C. W. Gundy's "Egyptian Portrait" (Dents, \$2.00) will help pad out your summer reading. It is a character study of one Ahmed Farouki, a modern emotional youth, who manages, after a bitter though adolescent love affair, to reach Oxford via a scholarship. Here follows the usual conflicts of racial differences. With a French wife who has been no better than she could be, Ahmed returns to Cairo to practise law. In Cairo his wife, Morelle, finds she does not like the Egyptians of Ahmed's class, and that the French there will not condone her mixed marriage until Ahmed makes a name for himself. Since Ahmed refuses to give up his practice and live in France, Morelle takes "French leave" of him, leaving Ahmed to law and Egypt. The end of the book finds Ahmed Farouki vowing beneath dark skies and desert stars to serve Egypt exclusively for the rest of his life. The very strong implication being that Ahmed is absolutely through with all of the feminine gender except—Mother Egypt.

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Tariff reductions during the past five years have lowered production costs in Canada and have brought about a lower price scale on many commodities, thus saving the Canadian consumer millions of dollars annually. Not only has the

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In 1926 letter postage in Canada was reduced from 3 cents to 2 cents; in 1928 penny postage was re-established from Canada to other parts of the British Empire. Estimated savings to Canadians, \$118,000,000.

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Vote for the present management

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Ontario Liberal Campaign Committee, Toronto.

Who's Who in Golf

Don D. Carrick, Victor of Many a Golf War and Contender for the Canadian Amateur Title

By AL K. ROCKETT

DON D. CARRICK, tall, gallant victor in many a thrilling golf war, is an outstanding contender for this year's Canadian Amateur title which will be contested for over the courses of the London Hunt Club, starting August fourth. Regardless of the classy field entered in the event, from both Canada and the United States, the Toronto boy's chances of winning cannot be regarded too lightly.

This argument gains strength when one considers Carrick's outstanding record on the links in the past. As far back as 1923, while still a school-boy, he was slowly but surely mounting that distant and difficult pinnacle that leads to golf fame. Canny old professionals, seasoned golfers and sport scribes were all quite firm in their conviction, however, that brilliant and all as he was, it would still take some years before the youth could ever hope to triumph in any major tournament. Carrick himself disagreed with them, but not openly. He was waiting patiently for his first big chance.

It came some few months later when the Canadian Amateur title was being played at Ottawa. Like any Canadian Amateur entry list, this one contained the names of practically all Golfland's favorite eligibles. Down near the end of the list was the name of Don Carrick. Most of the thousands gathered at the first hole when the competition commenced, knew him to be a fair player, who started at the game while quite young. His chances of winning, however, they regarded as a joke. To them he was really just another unknown struggling for fame on the Fairways.

After the last hole of the final match had been played, Carrick's name blazed across Golfdom's sky like the spectacle of the midnight sun. Previously through two gruelling semi-final rounds, he had fought with a steady determined courage that could only be rewarded with victory. In winning the final match he displayed a natural steadiness, in the pinches, that was really outstanding for a youth of eighteen summers.

This was really the beginning of an outstanding golf career.

Carrick waited three years, until 1927, before capturing his second Canadian Amateur title. Hamilton was the scene of his triumph this year. In the years prior to this he had won some other prominent tournaments. The most important of these was the gaining of the Ontario Amateur title for two years in succession. In 1924 he went south to play in the United States Amateur competition at Minnehahda, Minn. Here Carrick met the strongest opposition he had ever faced. In spite of this he won two close semi-final duels which finally pitted him against Harrison Jimmy Johnston, one of the outstanding amateurs in America. In fact nine out of ten amateurs, when matched against Jimmy, would quit cold at the mention of his name. Carrick proved to be the lucky tenth, however, going in and giving the St. Paul star the fright of his life before going down to defeat. Johnston is United States Amateur titleholder to-day.

In considering Carrick's possibilities of duplicating any of these victories this year, it is well to remember that the Scarboro star has played little or no golf since last September. His feat of reaching the final round in the Ontario Amateur Tournament the other week, however, deserves consideration.

If anything, it plainly shows that the ex-St. Andrew's Collegian can start a tournament with little practice and be depended on to turn in a worthwhile effort. The odds in this one were all against his getting past the first round.

His first opponent, Jack Cameron, of Ottawa, with practice and experience behind him, is a player capable of holding his own in any company. Still with these advantages in his favour, he was no match for Carrick as his defeat of four down and three to play



DON D. CARRICK

will testify. The Scarboro star also showed wonderful recuperative powers in winning his second semi-final match from F. G. Hoblitzel, of Lambton by two up and one to play. In this duel, he climaxed his performance with a brilliant twenty foot putt that cinched the match beyond doubt. Several times when the hole appeared to be lost he would sink a brilliant putt to add to his small lead.

Jack Armitage, of Glendale, was Carrick's third round victim. In spite of some brilliant golf on his own part, Armitage was soon left behind by the winner's par thirty-six for the first nine holes. This advantage was steadily increased on the home turn to give the winner a decisive margin of victory.

Young Jack Nash, par artist from the London Hunt Club, out to avenge the unexpected defeat of his fellow clubman, Sandy Somerville, finally stopped Carrick's menacing onrush to his third Ontario Amateur title. Victory was only won, however, after the closest neck and neck competition seen locally in many a moon. Carrick, usually a winner because of remarkable steadiness, met in Nash a foe who could match him stroke for stroke. In fact the youngster proved a little steadier than his opponent during the

first nine holes and managed to secure a lead of three strokes. With this as an inspiration he played a safe, conservative game on the home stretch, making victory certain on the fifteenth green when he sunk a fifteen foot putt for the match.

Carrick's versatility in athletics is well known. While attending the University of Toronto for four years he participated in almost every known athletic pastime. Next to golf his favorite hobby was boxing. More than once he demonstrated his claim to the heavyweight championship of Canadian universities during assault-at-arms between U. of T., Queens and McGill. In 1928 he was selected as a member of the Canadian Olympic team which went to Europe. It was during these games that Carrick was charged with the first and only defeat registered against his name. Last winter while taking his law course at Harvard University he entered the boxing competitions. In one evening he quickly proved his right to the lightweight and heavyweight titles of this American university by winning both these classes in short time.

Dickens as Dramatist

IN AN edition of the Sheffield Iris for a date in 1837 there is this paragraph:—

Mr. Charles Dickens, author of the "Pickwick Papers," has received most liberal offers from Mr. Macready to write for Covent Garden, but we are informed that they have been declined. Mr. C. Dickens is now doubtless too deeply engaged in his present and forthcoming undertaking to be able to devote the necessary time to a dramatic performance, especially of such length and importance as Macready wished him to furnish. It is confidently said that £500 down, together with contingent advantages, were promised by the manager for a comedy in five acts.

If Dickens had accepted that offer, and had turned his attention to drama, he might have produced some great plays, but the world would have lost some far greater stories.



CREW OF THE "SOUTHERN CROSS" AT ROOSEVELT FIELD, N.Y.

The New York public gave an immensely enthusiastic welcome to Major Charles Kingsford-Smith, the Australian aviator, and his crew, on the completion of the first successful East-to-West flight of an airplane across the Atlantic. The interest of the occasion was heightened by the fact that the "Southern Cross" is the only airplane to have crossed the Pacific as well as the Atlantic. The picture shows in centre, (left to right), Major Chas. Kingsford-Smith, J. Patrick Saul and Evert Van Dyk, three of the four men who made the one stop flight from Port Marnock, Ireland, to Roosevelt Field, N.Y.

—Wide World Photo.

The West in the Elections

(Continued from Page 5)

ahead in spite of what politicians have done, rather than because of the influence exercised by mere partisans. Liberals have replaced Conservatives, and Conservatives have succeeded Liberal Governments. Passing changes have never checked the West's advance. For that reason no reliance can be placed on fantastic predictions of what might have happened if another party had been in power. That is a childish bogey, conceived for the unsophisticated. The mental capacity of men and women is not affected by the fact that they happen to be Grit or Tory.

There is a fair illustration of such arguments in electioneering references made to the natural resources and the Hudson's Bay Railway. No party has a right to boast about what it has accomplished in returning control of the natural resources to the western provinces. It is no state secret that over a quarter of a century ago some of the brightest young Conservative statesmen of the old territorial days sacrificed their political careers on that very issue. The Liberal party at the time did not worry about provincial control of natural resources, in their anxiety to obtain office. Their mistake is now admitted, with much acclain, after twenty-five years.

The Hudson's Bay Railway propaganda provides another spectacle along similar lines. Prairie Liberal or Progressive—both the same in practice—campaign orators assume all the passing glory for completion of this new transportation system. Anyone who has lived on the prairies very long, and able to read, knows that the agitation for this outlet to salt water has been going on for over forty years. Conservatives and Liberals alike have

been equally zealous in the political clamor for this road. Since construction started one party took up the work, where the other left off, as the governments changed. Even in mistakes of judgment both parties may justly be credited on a fifty-fifty basis. The Hudson's Bay Railway steel is now laid to Fort Churchill, but the official opening has been postponed for another year. The prairie voters are prompted by politicians to expect revolutionary results from this new route to the European markets. It is sincerely hoped that the promised dreams will come true, in at least a fair measure. But it might be wise for the voters to discount some of the political predictions, bearing in mind an ancient bit of philosophy, which suggests that disappointment may be avoided by not expecting too much.

SATURDAY NIGHT has undoubtedly published more unbiased and constructive articles on various angles of the Hudson's Bay Railway project than any other Canadian newspaper. In days gone by it also received for its efforts more unfair criticism and abuse from a certain type of western partisan press. But the final judgment of the Dominion Government was a complete confirmation of our pioneering efforts, in spite of ill-informed representations by the press and politicians who now assume so much credit for themselves. At the same time unjust aspersions are cast on opponents, who may wish to strike a happier medium in judgment on a proposition viewed anxiously by the Canadian electorate. It is a great transportation experiment, fringed largely with the universal hope for some measure of commercial success, rather than stake too much on political vaporizing.

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Highlights of Sport

Miss Betty Carstairs—The American Open—
Resurgence of Wrestling

By N. A. B.

That deep quietude which ordinarily prevails over Muskoka and its environs has been rudely shattered of late by the nautical activities of Miss Betty Carstairs of England, millionaire daredevil and speed-boat pilot, who hopes to retain the blue ribbon of motorboat racing against the challenge of Gar Wood, veteran speed-maniac of Detroit. Miss Carstairs arrived recently at Lake Muskoka with her "stable" of pilots, mechanics and experts, and they have been working out daily on the calm waters near Gravenhurst. This intrepid lady intends to enter two speedsters against Gar Wood in the international competition soon to be held on the Detroit River. One of Miss Carstairs' boats is "Estelle IV", a comparatively slow craft, averaging little more than 90-odd miles an hour. Her chief hope lies in the new nearly-completed "Estelle V", now about to be launched from the Ditchburn Boat Works. "Estelle V" is an unknown quantity. How fast this new marine comet will really go, even Miss Carstairs refrains from saying, but she is expected to exceed the astounding pace of 115 miles per hour, possibly 120!

When one considers that that gallant sportsman, the late Sir Henry O. D. Segrave, set the world's record for hydroplanes in "Miss England" only half an hour before his death in that ill-fated speeder, and that that grim record is 101 miles an hour, one dimly realizes what a terrific chance Betty Carstairs will be taking in the new "Estelle V" which is expected to top Segrave's record by at least 15 miles an hour. Miss Carstairs' chances are narrower than were those of Segrave and Kaye Don at Daytona Beach in their attempts on the automobile speed record, and when she places a resolute foot on the accelerator of "Estelle V" she has no certain idea of what will happen. Segrave took the title from Gar Wood nearly two years ago at Florida, and only the daring Betty remains to defend it. In view of the recent aerial triumphs in England of Amy Johnson and Winnifred Brown, the present generation of young English sportswomen have equalled the stronger sex in daring, and perhaps the iron-nerved Betty Carstairs will add one more laurel to the recent achievements of her sex.

and grunting for a decision. But the game has changed, for the shoving hippopotami of the past have been replaced by modern leopards like Gus Sonnenberg, "Bibber" McCoy, Joe DeVito and "Cyclone" Ress. Wrestling

now by the Russian impresario, Ivan Michailoff, at the Toronto Arena, theatres, and once even Massey Hall, combines murder with mayhem and high-diving. No "foul" rules are needed here for even champion Sonnenberg takes enough chastisement in ten minutes to lay out any four pugilistic mastodons. Some local scribes who have been unable to cut in on the "grifting" claim that the game is not wholly square. At any rate, it looks square. John J. Public reasons that no two men are going to take 45 minutes of such severe punishment for



WILLIAM HAMILTON FYFE
A picture of the celebrated scholar who is to be the new principal of Queens University, taken when he was a student at Oxford.

has been to college, and has picked up in college football knowledge of the flying tackle, the flying mare, and the hook-slide. Wrestling as offered

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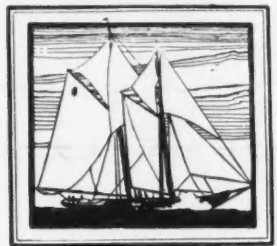


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IN Toronto the old Grecian pastime of wrestling bids fair to displace boxing in popularity. Recent fights here have had the New York tang of Gargonzola with classy champions picking up a few easy thousands by smacking over human nine-pins. But the wrestling game has changed entirely, and for the better. In the old days only carpet-bowling surpassed wrestling in dullness, when two vast behemoths would stand still or lie about one another tugging, blowing

People and Events

Conducted by The Flaneur

Concerning Ideals

IN spite of the various feminist movements of recent years, man is especially enthusiastic over the woman who is a help to father, husband or brother. The sister of Wordsworth, the sister of Sir William Herschell, the sister of Charles Lamb (though this case is doubtful) are all quoted as women who have been of assistance to their gifted brethren. Mrs. Gladstone's devotion to her great husband is frequently quoted, while every one knows that the wife of Disraeli gave her best energies to furthering his interests. The wonderful and inspiring love story of the Brownings is a greater poem than either ever wrote. Now we have Mr. W. L. Phelps writing on "The Ideal Wife" and giving us these interesting facts concerning the wife of Nathaniel Hawthorne:

"The greatest literary artist in American history, our foremost novelist, Nathaniel Hawthorne, not only owed his success to the daily inspiration of his wife, but his only opportunity to compose first his mind, and then his masterpiece. If it had not been for Sophia, perhaps we should not now remember Nathaniel. He lost his job in the Custom House. A broken-hearted man, he went home to tell his wife that he was a failure. To his amazement, she beamed with joy, and said, 'Now you can write your book!' To his bitter rejoinder, 'Yes, and what shall we live on while I am writing it?' the astounding woman opened a drawer and took out an unsuspected hoard of cash. 'Where on earth did you get that?' 'My husband, I have always known that you were a man of genius. I knew that some day you would write an immortal masterpiece. So every week, out of the money you have given me for housekeeping, I have saved something; here is enough to last us one whole year.' Hawthorne sat down and wrote the finest book ever written in the western hemisphere—'The Scarlet Letter.'"

Some of us may be disposed to question the accuracy of "the finest book ever written in the Western Hemisphere." Some of us may even prefer "The Marble Faun" among the novels by Hawthorne. Yet we all cheerfully admit that "The Scarlet Letter" is a very notable work, exquisite in style and structure. To have made it possible for Hawthorne to write such a book should be reward enough for any woman.

An English Rajah

THERE is no more romantic story than the tale of how a young officer in the British navy became virtual ruler over a province in Borneo, with a population of half a million and an area of forty thousand miles. In 1839—more than ninety years ago—this young Englishman, Sir James Brooke, discovered that the Sultan of Borneo was sadly beset by pirates. He volunteered to deliver the eastern potentate from this pest and was successful in a job which made an irresistible appeal to a gentleman adventurer. So Sir James Brooke became the ruler of Sarawak, and was known as the rajah of that territory. The years came and went, and in due course the nephew of Sir James, known as Sir Charles Vyner Brooke, succeeded to the rajahship. Now the third rajah, Sir Charles Vyner Brooke is in power, and has recently endeared himself to all Britons by giving the government at home the sum of one hundred thousand pounds, in recognition of the friendship between the British government and Sarawak. The greater portion of this sum is to be employed as a fund to assist in the education of colonial civil servants' children. The present rajah, the third holder of the title, is fifty-five years of age and succeeded to the title in 1917. His wife, the rane, is the younger daughter of Viscount Esher and a sister-in-law of Hon. Mrs. Maurice Brett, formerly Miss Zena Dare, the actress. The new rane is said to have been the inspiration for Sir James Barrie's "Peter Pan". The rulership of Sarawak is a curious link between Britain and the tropics, and the story of the Brookes is as entertaining and dramatic as Conrad's "Lord Jim" or Kipling's "Kim". The Brookes evidently belong to that noble army of British adventurers who "preach ahead of the army and skirmish ahead of the church."

There is a curious Canadian connection with the Brooke story. The original holder of the title wished a nephew living in Richmond, Quebec, to succeed him. This young man refused, because his young wife was unwilling to go so far from her American home. However, his grandson, Billy Brooke of Ottawa, played a heroic part in the World War. He was taken prisoner by the Germans; and, on his refusal to work in a munition factory, thereby making weapons to be used against his own country-

men, he was condemned to confinement in a military fortress. There he died in a few months, one of the truest heroes in Canada's army. A peak in our Canadian Rockies is named in his honour—Mount Brooke. It is a far cry from Borneo to the cold heights of that mountain in western Canada. But the spirit of the Brookes is the same in east or west—courage to the end.

On Keeping Young

THERE is much discussion in these days of the problem of keeping young. It is not confined to the would-be youthful beauties. Business men are keenly interested, and insurance companies are to the fore with advice on youth-preserving diet and strength-giving exercises. The school-children are versed in calorie and vitamin lore, and there is every prospect for the rising generation be-



THEODORE GOODRIDGE ROBERTS
Well-known editor and author of Fredrickton, N.B., whose new semi-monthly periodical, "Acadie," reflecting the life and literature of the Maritime provinces, has met with a splendid response.

lieving octogenarians. So we reflect, until we take up the Monday morning paper, to find the front page filled with reports of motor crashes and their accompanying fatalities. But we con-

tinue to be interested in the "keeping young" question, and when we find an article on the subject by Francis Peabody in a recent issue of the "Atlantic Monthly", we give it our careful attention. As might be expected, Professor Peabody gives his attention chiefly to the intellectual aspect of the problem. Friends and books are among the aids to youth, and a hobby is one of the most helpful agencies for preserving the spirit of youth. Lucky is the person who has kept in touch with the young person, and who has not alienated young comrades by playing the part of censor. As for books, they are the silent comrades, tried and true, who turn friendly and understanding faces to those who now need their companionship. The writer takes it for granted that the citizen whom he would advise has taken care to adopt the right diet and to practise proper exercise. Then, as the shadows lengthen, happy is he who has learned that religion means facing an open door, not an open grave. "This religious faith," says the writer, "is the resource which gives to old age that serenity and cheerfulness which keep the human spirit young."

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SATURDAY NIGHT

WOMEN'S SECTION

TORONTO, CANADA, JULY 19, 1930

BRIDAL BEAUTY IN WEDDINGS OF EAST AND WEST

Recent Photographs That Do Not Wholly Ignore The Bridegroom



- 1.—Mrs. John Foss Plow, formerly Miss Isobel Paterson, daughter of Mrs. James Arnott Minnes, Kingston, Ont. Photo by A. R. Timothy.
- 2.—Mr. Gerald Dunsieith Wilson, son of Mr. and Mrs. Samuel D. Wilson, Vancouver. Photo by Vanderpant.
- 3.—Mrs. Gerald D. Wilson, formerly Miss Mildred Frances, daughter of Brig.-General and Mrs. R. P. Clark, Vancouver. Photo by Vanderpant.
- 4.—Mrs. Arthur B. Nash, formerly Miss Athalie, daughter of Mr. and Mrs. R. W. Gibson, Victoria, B.C. Photo by Savannah.
- 5.—Mr. and Mrs. Ronald Allison Fraser, (formerly Miss Margaret Ethel, daughter of Mr. and Mrs. W. Arthur Mattice), Ottawa. Photo by Paul Horsdal.
- 6.—Mr. and Mrs. James Kenneth Dairdson Sims and bridal attendants, Kitchener. The bride was Miss Mabel, daughter of Mr. J. A. Cameron. Photo by Paul Horsdal.
- 7.—Mrs. Eardley Wilmot, formerly Miss Isabelle Cockshutt, Brantford. Photo by Walker's Studio.
- 8.—Mrs. Arthur Franklin Williams, formerly Miss Phyllis Southcote, daughter of Mrs. Albert Edward Jones, Toronto. Photo by J. Kennedy.

UNDERTONES

By MARIE-CLAIRE

IN a recent British weekly that entertaining vigorous person Mr. Belloc begins an article on the selection of books thus "It is astonishing what a herd of people nowadays want to be told what to read. Surely to goodness a man knows his own taste, and surely to gracious goodness a woman knows her's! But it would seem to have come to books as it has long since come to wine, to pictures, to architecture, to furniture, to common morals and even to the plain business of thinking and reasoning, that the paralysis of our time has destroyed all power of selection." We feel he might have added clothes to the list. We

may know what to wear, as a matter of fact we do, but how in the name of all that's beautiful can we be expected to tell you what to put on? If there is any taste more personal than one's taste in literature surely it is one's taste in dress. Every article written on women's clothes must seem highly ridiculous to some women. If you are five feet high, weigh 160 and have red hair, of what possible interest can it be to you to read that "the statuesque Greek line carried out in flamingo red crepe makes a smart evening dress". On the other hand perhaps the very things we are aware are impossible garb for our-

selves are the most interesting to read about. Half life's thrills are vicarious. Any circulating library will tell you it is the confirmed spinsters who wear out the copies of the crimson love stories. It is rather a comfort to turn one's pencil to describing a part of a woman's ensemble which is common to all—short or tall, fat or lean, old or young—We all wear—even the most exotic of us, some kind of lingerie. It is a fascinating department in any woman's wear salon, and we are frank to admit a terribly easy one in which to run riot financially. Let us take a trip through one of them.

We arrive first at the counters where the sporting type outfits herself for her daily round. Here are the patented one-piece garments copied from the masculine type made famous under three letters of the al-

phabet. This year the woman's are lighter and daintier than ever before, made of cross barred dimity, spider web net, or sheer silk striped nainsook. They are untrimmed, for the girl who wears them has, like the hero of a recent film "no lace on the B.V.D.'s". If you pass these by you come to the silk jersey one piece tailored garment, which has a fitted top, usually double, and either wide panties or the elastic run knickers that many women still prefer. The top is cut very low behind and the knickers button or clasp down the side of the leg. They are dainty enough for any occasion on which a tailored garment is desired, with many women this includes going to market and to Court. It is wise to buy a smaller size than your bust measurement would suggest; they are very elastic and should fit snugly if they are to make any other brassiere unnecessary, which is of course their main purpose. Separate shorts, and bloomers sold in matching sets with brassiere are still popular, but princess lines are turning more women to one piece garments daily. When the former are preferred they should be chosen with fitted yokes. Many of the French ones include a petticoat, either a wrap-around stitched part way, or a flared type using the one yoke. It is sad that the romantic little word "petticoat" has almost disappeared in favour of the very ugly word "slip", but with the revival of lace-trimmed undergarments we may save the pretty word yet. After all it isn't very long ago that women wore half a dozen at a time, and it is an historical fact that until the end of the 18th century it was considered immodest to wear any other garment than a number of petticoats beneath one's skirt.

The most interesting department is naturally the one in which the handmade, lace-trimmed, lovely, imported stuff is sold. Its very atmosphere breathes expense and sheltered femininity, but you really can't avoid it this year, we had better face it and try to keep our heads. The first point to digest is that the best of the new garments, chemises, slips, panties, and even nighties are cut on the bias, with very little seaming or extraneous fullness. They hug the figure without a wrinkle. Here is a charming nightie of tea-rose crepe with tiny cap sleeves and a narrow girdle, the whole effect almost unbelievably demure. Another might be a princess frock with its flared satin skirt extending to the lace yoke in a narrow panel back and front, with bias insets on each side. Alencon in a deep Paris colour continues the most popular lace to trim them all. Its lovely flower sprays are hand whipped onto the crepe by fingers as skillful as they are patient. With pink it is very lovely, but it is actually smarter with white or egg-shell today. Satin returns to favour in many lovely sets, and double ninon makes exquisite lace-brassiere-topped petticoats for evening wear. Racine or Alencon lace at the hem of chemise, slip, or nightie is much in evidence, and lace sprays applique and cut out add a charming lightness to everything but the cost of many garments. Among the good lingerie one now sees very little of the once popular hand hemstitching and embroidery. Lace has almost entirely supplanted these more tailored trimmings.



THE LATE NINON ROMAINE

Brilliant American pianist who died recently of small pox in Srinagar, Kashmir, India, while making a tour of the East with her sister, Mrs. Henry L. Dilton of Toledo, Ohio. Madame Romaine attained international fame 20 years ago and was a fellow student at Leipzig Conservatory with a group of Canadian girls which included Mrs. William Folger Nickle of Kingston (Kathleen Gordon); Mrs. C. E. Manning and Miss Edith McLeod, daughters of the late H. C. McLeod of Toronto, and Miss Laura Brodigan of Toronto. She was well known in Canada as an artist and on the occasion of her last appearance in this country as soloist for the Toronto Women's Musical Club, a reunion of old fellow students took place.

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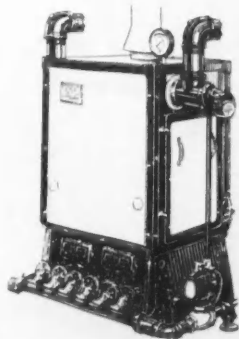


A Settee in the William and Mary Style



**This room
was once used
to store our fuel**

"But gas heating has changed all that. From a dusty, dirty basement, the space has been turned into a recreation room for the children. Where coal was king, enjoyment of the wasted space by every member of the family has ousted his rule. Upstairs, on the sitting room wall, is the control that has taken the place of all furnace tending. You'll make no mistake by doing as I have done. Get a gas fired furnace."



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In Praise of England

AS a rule, small satisfaction is to be derived from seeing ourselves as others see us, but this week a distinguished man has been saying very kind things about our modesty as a nation and the beauty of our country. Sir James Parr, late High Commissioner for New Zealand, in opening the Travel Association exhibition of posters and photographs of health and pleasure resorts at Hastings, declared: "The English are much too reticent about England. Why is it bad form for an Englishman to talk of his country? Yet no other country can compare with England in human interest. But, foolishly, you do not tell the world what a wealth of attractions there are here. Take London. What a history has London! What a world of romance is here! Not merely in population is London the greatest city in the world. Where is there to be found a little park to equal the delicate beauties and inexpressible charm of St. James Park? Where in the world so splendid a lung as Hyde Park? What country has such cathedrals, such homes, both great and small? As for England's countryside in summer, nothing on earth quite equals its peculiar beauty. There is nothing on the Continent which makes such an appeal! Why not proclaim from the housetops the glories of Britain? Why be selfish and keep these things to yourselves? Share them with the world, but, of course, at a price. In other words, "Advertise! Advertise! Advertise!" It is estimated that Bri-

tain derives only £15,000,000 a year from tourist traffic, whereas France makes £75,000,000. But the French Government spend £300,000 a year in advertising, and Germany spends even more, while the British Government spend only £5,000 a year. It is proposed that the British Government should subsidize private subscriptions, pound for pound subscribed, up to, say, £100,000, in addition to which the "Come to Britain" movement is yearly growing more active.

Cardinal Wolsey's Grave

THE great Pageant at Ipswich has turned our thoughts back to the mighty Cardinal who died at the city of Leicester 400 years ago. Might not the occasion be marked by an earnest effort to discover where the dust of Wolsey lies today? The marble casket which he designed to hold his own remains is now by a twist of fate the last resting place of Nelson in St. Paul's Cathedral; as for the Cardinal himself, it is almost certain that he rests in some unknown tomb within the walls of Leicester Abbey. A year or two ago a section of the Abbey grounds was used as nursery gardens. To-day the whole area is being turned into a public park by the Corporation, to whom the land has been presented by the Earl of Dysart. The moment, therefore, is most opportune for a piece of really expert archaeological research to find out definitely where the Cardinal rests.



CAPE SLEEVES

A distinctive coat of black and white star point with cape sleeves and a scarf collar.



RED AND WHITE

A smart beach ensemble, in which the hat and jacket feature a red and white print. The blouse is of red silk crepe and the trousers of white.

LONDON ONLOOKER

Safety of St. Paul's

AFTER seventeen years of restoration work, St. Paul's Cathedral is now believed to be safe for at least another century. That security has been attained largely by the use of good Sheffield steel. Two great chains of stainless steel have been used to bind the supporting structure of the dome together, hundreds of steel tension rods have been driven through the walls of the drum, and at least two hundred steel rods have been grouted into each of the ponderous piers that carry the whole massive superstructure. Precisely how this has been done may be seen at the Galleries of the Royal Institute of British Architects, where an exhibition of drawings, photographs, and large-scale models illustrates the various stages of the work of restoration. The models have been prepared with the most painstaking accuracy, and it is hoped that at St. Paul's they may find a permanent home, accessible to the public and to architectural students, who will have much to learn from the up-to-date methods employed in preserving the venerable fabric of the Cathedral. These models reveal secrets of the structure that have been hidden for centuries. Even well-informed architects believed that the band which Wren used for binding the drum under the dome was an ordinary chain of rings linked together, whereas it was a series of bands. The two new steel chains are four hundred feet long, each forming a triple band of solid four-inch bars and weighing thirty tons. The King and Queen attended the re-opening service at St. Paul's, where all evidence of structural alterations has been obliterated.

Exciting War Career

AIR-COMMODORE C. R. SAMSON must have had one of the longest and most exciting innings of any member of any of the three Services during the Great War. He fought on land, sea, and in the air, and much of his fighting was of the individual kind, which is rare, but which possesses a special appeal to the adventurously inclined. And no man could be more adventurously inclined than Air-Commodore Samson. He seemed to grasp the possibilities of novel forms of waging war long before most people; he was one of the first to appreciate the scope of armoured cars, and to evolve, with his brother, Felix Samson, a system of protection for engine and crew. He made the first night flight of the War, and carried out some exceedingly valuable experimental work with aircraft. In 1916 he was in command of three Seaplane Carriers, with which he carried on a private war with the Turks, and it was not until his ship was sunk that he returned to England to take command of the coastal defence at Yarmouth.

In "Fights and Flights" (Benn 21/-) Air-Commodore Samson tells his story with a straightforwardness which befits a man of action. But that straightforwardness augments rather than diminishes the sensational element in many of his undertakings. The narrative moves quickly and it is so well documented that it seems that it must have been written from a fairly comprehensive diary. And the reader is constantly introduced to aspects of the War of which very very little has yet been heard. It is no wonder that Air-Commodore Samson gradually built up for himself, both in the Service

and outside it, a reputation for daring and fearlessness which is probably unique. He not only acted the part of the fearless adventurer, but he also looked the part. There was no task which his Squadron was ordered to undertake which he was not anxious to do himself, and the places of the greatest danger seemed to attract him more than any. He continually devised new ways of harassing the enemy, and, what is a great deal more, he personally carried them through. To the student of warfare and especially of war in the air the lesson which Air-Commodore Samson's book seems to teach is that there is always plenty of scope, even in the largest wars, for the individual with initiative and a gift for estimating the possibilities of new weapons. Such an individual must be given a good deal of freedom, and then he may, if he possesses the genius, obtain striking results.

Empire Films

THE contract just signed by representatives of British International Pictures and Regal Cinemas of Canada, is the final link in a chain that will ensure public exhibition throughout the Empire of Elstree studio productions. Australia, New Zealand, India and South Africa are already linked up, and the movement, if controlled properly, should be the means of stemming the ceaseless flood of American films that pour into this country, especially now that the "talkie" has, apparently, come to stay. Hollywood is still the Mecca of all ambitious screen artists, English and European; with its great wealth and the dazzling prospects it offers, it has secured nearly all the best—Charlie Chaplin, who is, after all, a Londoner; Emil Jannings, Greta Garbo, and others.

It is the complete Cosmopolis, but the rulers of this film colony are well aware that the perfect "talkie" voice is that of the Englishman. We have seen and heard many films with scenes purporting to be laid in England spoilt by the inclusion of raw-edged American voices; not that the American accent is offensive in any way—it would be the natural one to hear in a scene depicting the plains of Arizona or the New York Bowery, but we do not want to hear it in an English setting. Elstree's activities will naturally be widened considerably by the new Empire scheme, and full advantage should be taken of this opportunity, the greatest that has occurred so far, to break down America's supremacy in a vast international industry.

Empire Broadcasting

THOSE who agree with Sir Robert Donald's plea for a permanent Empire broadcasting service are pleased with the news from India of the successful reception of Sir John Simon's broadcast speech on the Report of the Statutory Commission. In addition to being broadcast to British listeners at Home, the speech was transmitted through Chelmsford, the experimental short-wave station. Every word was clearly heard by listeners in India, and the transmission is said to have made a great impression, and stimulated a sense of the important service broadcasting can render in Imperial affairs. Chelmsford short-wave station has done good work on many occasions, and may be considered as past the experimental stage. Now the technical difficulties seem to

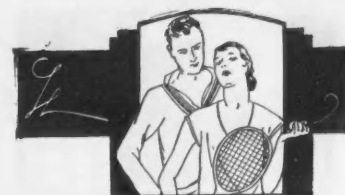


KING LEADS NATION'S THANKS FOR ST. PAUL'S
The King and Queen, accompanied respectively by the Bishop of London and Dean Inge, leaving St. Paul's Cathedral after the recent national thanksgiving service for the preservation of the "Parish Church of the Empire."

have been surmounted, several questions arise about a regular service. In the first place, Chelmsford is a private station. A permanent transmitter would have to be built, and the Broadcasting Corporation has no funds to spend on providing wireless entertainment to places outside the British Isles. Listeners at Home who provide the revenue for broadcasting have a right to demand that overseas countries shall contribute to the cost of a purely overseas service. That is the view of Government departments, who have been somewhat unfairly blamed for refusing to sanction expenditure on an Imperial broadcast service. The matter will go before the Imperial Conference in the autumn, when the successful experiments with Chelmsford since the last Conference will be reviewed.

Spain in London

THE Spanish Embassy in London, where the King and Queen dined with King Alfonso the other week, is one of the stateliest mansions in Belgrave Square, and since it became the home of the representative of Spain, it has been furnished and decorated with appropriate magnificence. This is the first time that the King and Queen have visited it, and the Queen especially was greatly interested in the beautiful little garden which is one of the chief features of the mansion and was specially designed by M. Rubio, garden architect to the King of Spain. This garden, with its fountains and faience pavement, was not completed until early this Spring, but it is now in full beauty and was bound to attract the attention of so keen an expert as the Queen. The ballroom of the Embassy, a finely-proportioned room hung with Goya cartoons, opens directly onto the garden. Perhaps the most remarkable room in the house is the so-called "Spanish Room," which is decorated in the sixteenth century style and contains many treasures. The walls are of stone hung with red brocade, and in the centre there is a magnificent candelabrum, a copy of one in Barcelona Cathedral, whilst against one of the walls stands a priceless inlaid cabinet



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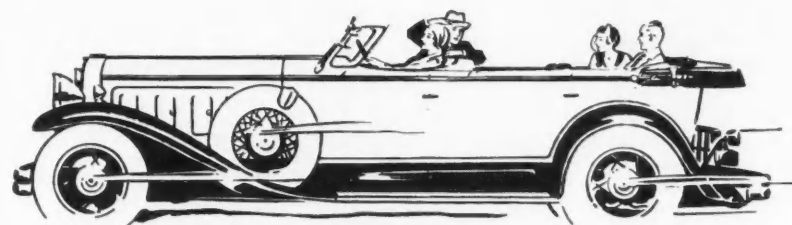
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JAPANESE ROYAL VISITORS IN LONDON
Scene at Victoria Station as Prince and Princess Takamatsu of Japan drove away to Buckingham Palace with the Duke of York and the Duke of Gloucester, representing the King and Queen. The Prince is brother of the Emperor of Japan.



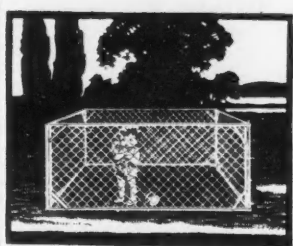
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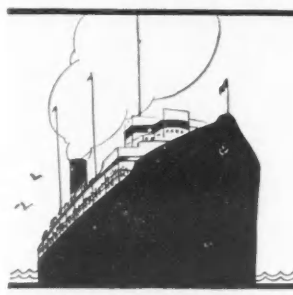
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Travel
CANADIAN PACIFIC

HOUSE AND HOME

A PLEASING DESIGN

CATTO & CATTO, ARCHITECTS



CATTO & CATTO,
ARCHITECTS
TORONTO

NO more charming vista could be imagined than this beautiful Colonial house surrounded by shrubs, and with flowers peeping over the edge of flower boxes on the window sills.

From the steep roof lines and towering brick chimney down to the curved wrought iron railings at both sides of the front entrance, there is a delightful harmony. Shutters enhance the windows and being painted green, liven up the white walls in a happy manner.

A house such as this would inspire many tales of romantic homelife for its beauty and style seem to speak

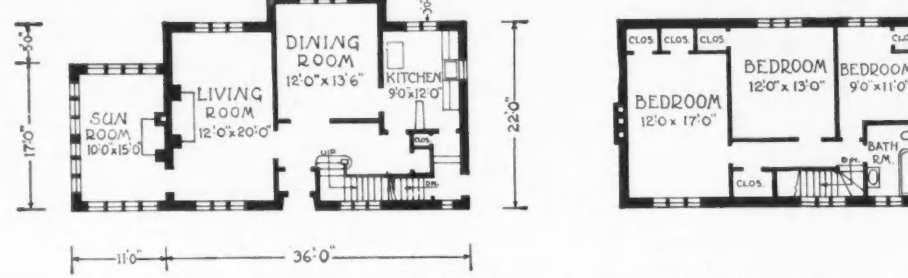
note. The projection of the vestibule causes fascinating shadows which emphasize the entrance and make it distinctive.

Many other notable features on the exterior could be commented upon, but it would be unfair to ignore the interior with its commendable room planning. A through hall serves large living room, dining room, kitchen and servant's quarters. This latter room, with separate bathroom and clothes closet, occupies an inconspicuous position on the ground floor owing to the absence of an attic. Near the rear entrance, stairs lead down to the first

wood siding is an ideal suburban residence for the family for whom six rooms and maid's quarters are sufficient.

Outline Specifications

Size of House: 25 ft. 10 in. x 44 ft. 2 in.
Suitable Lot: 75 ft. frontage.
Walls: Wood siding (white).
Roof: Shingles (green).
Heating: Hot water.
Floors: Oak.
Cubic Contents: 29,000 cu. ft.
Approximate Cost: \$8,900.
Readers desiring further information regarding a house of this design



in a pronounced manner of home. One can easily imagine spending happy hours restfully within its confines, and labour around the house would be enjoyable.

Though not overburdened with detail, the front entrance adds a pleasing

ished basement whose walls are constructed of concrete.

Three bedrooms, dressing room and bathroom are shown on the second floor with unique clothes closet positions.

This small home constructed of

should communicate with Messrs. Catto & Catto, 1 Wellington St. W., Toronto, and mention design No. 235. Consult a local architect if designing architect is too far removed—Copyright 1930.

WITH SWEEPING ROOF LINES

F. W. WARREN, ARCHITECT



F. W. WARREN, ARCHITECT, HAMILTON

LOW English roof lines, which introduce a feeling of gracefulness, make the exterior of this home one of unquestionable beauty. The sweeping lines add something which can only be described by the word coziness. In order that the perfection of the design be completely carried out,

the homelike atmosphere is very pronounced. Probably the stone trimming around door and windows and stonework informally scattered near the base of the house is one big reason for this.

A noteworthy feature of the exterior is the doorway. It will be seen that

as rather unusual in layout. Although not overlarge, it adequately serves every room on the ground floor and houses the stairway, which offers many varieties of treatment. At one end of the hall, a coat closet is inconspicuously situated.

Rooms, well proportioned and spa-



it was necessary that the windows be characterized by tall lines. The excellent spacing of these windows are responsible for a feeling of largeness about the house, yet, in spite of this,

the door is set back a considerable distance from the front of the wall, resulting in a massive and substantial appearance.

The hall is very impressive as well

as comfortably lighted by many windows, divided into numerous lights, which are in vogue to-day.

Conveniences of the kitchen will bring efficiency into the labors of the

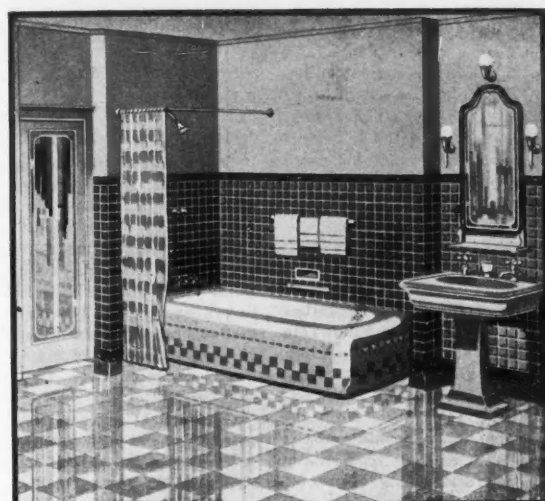
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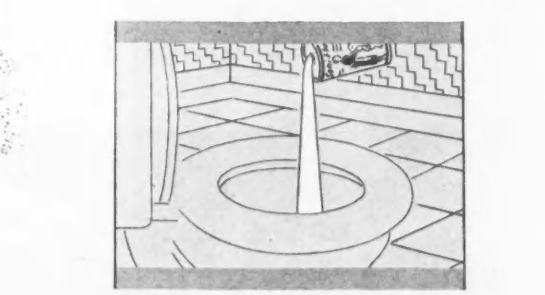
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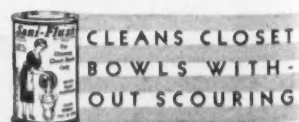
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housewife. Set under a window, the few items, it will be seen that much sink enjoys a good position with a forethought was given the laboratory cheery outlook and good illumination of the home. It is possible when using the ironing. Three large bedrooms, closets and board to have natural light fall on it, bathroom occupy the second floor. A aiding greatly in its use. By these finished basement completes the home.

THE DRESSING TABLE

The Blithe Forties

By ISABEL MORGAN

FORTY-TWO, fair . . . and clever. . . So clever in fact, that she does not think in terms of years about herself. Nor does anyone else for that matter. She is quite ageless.

"Why should I trouble to conceal my age?" she inquires of the world at large with a tiny shrug of her shoulders. "Better a young forty-two, than an elderly thirty. Besides it is such a strain on a poor memory like mine, as well as on the credulity of one's friends—whose memories always seem to be inconveniently accurate about dates!"

With which she glances quickly at her watch, ejaculates something about "three-thirty—gold club—so glad—voir," and is off with a wave of a smartly gloved hand.

Such a youthful forty-two although her first birthday was fifty years ago!

A very famous artist once said that there are no ugly women—that some women just do not happen to know how to appear beautiful. So you see it is not so much native good looks that help one to go forth and vanquish the years, but a very keen employment of the wits with which one is born.

Good looks used to be considered the prerogative of youth. Chic—well, the world did not appreciate it quite so much then. Perhaps it was because the "belles" of those days were usually very, very young and when they had learned to cultivate that indefinable thing represented by "chic" and to avoid the mistakes of youth, it was time in the inevitable course of things, for them to retire to their homes where they spent the remainder of their days among the horse-hair furniture, Brussels carpets, and a grand piano of matronly proportions.

But things and times have changed. The cool poise, the mental keenness, the mellowness that can only come with maturity and the charming appearance of youth have found a common meeting ground in the forties.

Today the woman in her middle years who has taken intelligent care of body and face is in a very fortunate position. She is admired—her company is sought.

The woman who takes care of herself need not "look her age." Modern science and modern modes of living make it possible for her to take her proper place in the appreciation of the world.

It's all a question of care—intelligent attention to the duty of keeping beauty and charm. Just doing that helps to keep the mind young. And the knowledge that one is attractive is sufficient in itself to keep the heart young.

Usually the hair is a question requiring much consideration. To dye or not to dye?

The sole guide to the solution of this problem should be the answer to "Which looks best?" If the hair is quite definitely white or gray, does it form an attractive frame about the features? Does it lend distinction to the appearance? Perhaps it softens the features and brings to them a loveliness they never knew when the hair was its normal color. If such is the case, by all means concentrate on having it dressed as beautifully as possible. Make the

most of it. Accentuate it. Dress up to it.

On the other hand, does the lighter hair seem to throw the undesirable features, such as a sallown complexion, into too much prominence? If such is the case, dyeing is the logical answer. Of course it should be done by the best expert obtainable and should never look like the popular conception of dyed hair. As a rule it is not advisable to try to change the color of the hair, although the result is usually more attractive if the color is a shade lighter than the natural color, since this allows for the subtle change which takes place in the pigment of the skin.

Another thing in favor of the women of today is that they need not confess their years by wrinkled, dry skin, sagging chins, aged-looking throats, and a withered appearance generally. There are any number of excellent skin-foods, preparations designed to help tighten the underlying muscles, lotions and creams to preserve and bring back the texture of the skin, skilful massage and manipulation that works magic with tell-tale lines and skin creases. There are exercises and other means of eliminating the "dowagers' hump," that tattle-tale little mound of flesh that appears at the base of the neck between the shoulders. Thick ankles, broad hips, surplus poundage, all of them are unmercifully pursued to the vanishing point immediately they begin to indicate a beginning.

Heavier creams, "double strength" astringents, skin bleaches, creams that "feed" the tissues which have a tendency to become impoverished, a very knowledgeable use of make-up, are necessary to the woman who has passed her thirties. She should endeavor to have the very best beauty preparations it is possible to obtain. The skill, the knowledge and the ingredients that go into them and, of course, the results they produce, render economy in this connection very expensive indeed.

It is a mistake to experiment with the face and the skin. Decide on the group of cosmetics that seem to suit your complexion best, and then use it consistently. By "consistently" is meant every day, week in and week out. There must be no letting down, no skipping of beauty duties for a day or two. It is a good plan to set aside a half hour each day in which to do this work of beauty upkeep or renovation. Put your preparations on and read a book, or rest, or sit and think, and give them a chance to perform their little miracles.

Of course, the bed-time rites should never be neglected since this is the time when it is possible to benefit the skin by leaving the more obvious preparations on for several hours. The careful cleansing which the skin receives at this time is most important and should never be neglected.

"Make-up" never should be vivid or overly bright. Lipstick and rouge should be slightly subdued if the skin is not to appear slightly drawn in comparison with the brighter tones. Powder should be very carefully toned to the skin. The effect will be very natural and very lovely if it is as dark as the skin, rather

than lighter. Light powders should be avoided religiously unless, of course, the skin is very fair.

Sometimes the mark of the years is more evident on the hands and arms than on the face, and for this reason these parts should receive as much care as that given the face and neck.

Skin-foods, bleaches and softening creams may be used to their very material benefit.

They are worth working for—the blithe forties and a blithe heart.

Correspondence

J. K.—There is a very efficient little eyebrow brush for training difficult eyebrows and keeping normal ones well groomed. It should be used even on very light brows, after which a little work with an eyebrow pencil is advisable. If the eyes themselves need lengthening, an infinitesimal line drawn with the right shade of pencil from the outer corner of the eye will do something that will make you a firm believer in magic.

A little blue or gray eyeshadow on the upper lid gives them a luminous look that adds a touch of mystery which is highly desirable. You blend it on as you do rouge, starting from the center of the lid close to the lashes and proceeding outward. But don't use much of it at one time. By the way, brown eyeshadow is effective in minimizing the bulge of prominent eyes.

Guardsmen of 5 ft. 10 in.

AS a temporary regulation the minimum height of the Coldstream and Grenadier Guards is

shortly to be reduced by an inch. The present standard for these regiments is five feet eleven inches. The lowering of the height limit will only be enforced during the recruiting period of the Brigade of Guards. At present about 1,500 recruits are wanted and when they are obtained the height standard will be restored. The height standard—5 ft. 10 in.—of the Welsh and Irish Guards will not be altered at present, but that of the Scots Guards will be lowered by half an inch.

Strict Sabbath Observance

REMINISCENT of old-time Scottish strictness is the tale of Sabbath observance which comes from Warsaw. A Jewish family near the town were seated at supper in a room which was lighted by candles only. Suddenly a gust of wind blew the candles against the frame, and, in an instant, the room was alight. The family soberly trooped out, and left their wooden house to the mercy of the flames. Not a finger would they lift to stay the damage. It was the Sabbath day, and, rather than break their sacred laws, they were content to stand and see their home burnt to the ground.

Dressing Table Coupon

Readers who wish to avail themselves of the advice of this department should enclose this coupon with their letters—also a stamped and addressed envelope. Write on one side of the paper and limit enquiries to two in number.

SCIENCE'S MOST AMAZING GIFT TO BEAUTY

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Mr. and Mrs. John W. McFarlane recently sailed to spend the summer and autumn in Europe, before going to reside in Rochester, N.Y. Mrs. McFarlane was before her recent marriage Miss Ellen L. Gernyn, of Whitchy, Ontario.

Mrs. M. Scott, of Orillia, has been visiting Colonel and Mrs. R. Y. Douglas in Ottawa.

Dr. Plaskett and Mrs. Plaskett, who have been in England for several weeks, returned recently to Canada and are again in Victoria, B.C.

Mrs. George Hiam and Miss Lucile Hiam, of Montreal, are spending the summer at Murray Bay.

Announcements
BIRTHS - ENGAGEMENTS
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Their Majesties King George and Queen Mary held their final Court of the season on Thursday night of last week at Buckingham Palace, London. The King wore the scarlet and gold uniform of Colonel-in-Chief of the Scots Guards and Queen Mary was lovely in silver brocade and powder blue with embroideries of pearls. Her principal jewel was the great Kohinor diamond. Canadian women presented were, Mrs. P. Dykes, Mrs. Robert Mackay, Mrs. David L. Selby and Miss Faith Warren, all of Toronto; Mrs. W. L. McDougald, Montreal; Mrs. Gerald Brown, Ottawa; Mrs. William Beman, Kingston, Ont.; Mrs. George Howson, Camp Borden, Ont., and Mrs. Leigh Stevenson, Winnipeg.

Mr. and Mrs. W. Herbert Cawthra, of Forest Hill Road, Toronto, will sail on Friday, August 9, in the S.S. Conte Grande for Genoa, Italy, and will be abroad for some time.

The Southam-Young wedding, which took place on Thursday evening of last week, was a delightful *al fresco* event, attended by many guests. The scene of the wedding was Kingsthorpe, the beautiful summer residence at Port Nelson, of the parents of the bridegroom, Mr. and Mrs. W. J. Southam, of Hamilton, Ontario, and six o'clock in the evening was the hour chosen for the ceremony, which took place in the pergola overlooking the lake, and which was decorated in the loveliest way with delphiniums, yellow daisies and ferns. The wedding music was played by a large orchestra. Mr. Henry Carscallen acted as best man and the ceremony was performed by Rev. Canon Samuel Daw. Mr. Gordon Smith, of Montreal, was usher. The bride, Katinka Raimondi, second daughter of Dr. and Mrs. George Raimondi Young, of Colchester, England, was given away by her cousin, Mr. Charles Menendez, of Oshawa, whose wife was matron of honor. The exquisite bridal gown was of French white chiffon over white silk, made with a close fitting bodice and long sleeves, and having the skirt long at the back. Her veil had been worn by the bridegroom's grandmother, mother, aunt and sister—was worn in cap effect and held to the head with a circlet of orange blossoms. White moiré and silver kid slippers were worn, and her lovely bouquet was pale blue and lavender delphiniums and gypsophila. Mrs. Charles Menendez, of Oshawa, matron of honor, and Miss Mary Southam, sister of the bridegroom, attended the pretty bride. They were gowned in delphinium blue chiffon with hats of pale yellow mohair trimmed with blue ribbon, and carried Pernet roses and blue delphinium. The ceremony was followed by a reception. Mrs. Southam, mother of the bridegroom, was charming in a gown of green chiffon, patterned in rose and blue, and having a smart coat of taffeta. She wore a becoming picture hat of green mohair having a delicate pink facing and a pink gardenia. For ornament Mrs. Southam wore pearls, and carried Butterfly roses. Mrs. J. W. Thompson, the bridegroom's sister, was in pale pink lace with a white hat having a smart pink bow. Her flowers were blue. Later Mr. and Mrs. William Watson Southam left for Montreal, to sail for England where they will be the guests of the bride's parents in Colchester, Dr. and Mrs. Young. The bride travelled in a smart ensemble of printed blue crepe de chine and a coat of brown with collar of brown squirrel. Her hat was blue to match her gown. On their return to Canada, Mr. and Mrs. Southam will reside in Vancouver.

A delightful midsummer luncheon was held on Tuesday of last week at the University Women's Club on St. George Street, by the St. Hilda's Alumnae Association, for the out-of-town members who have been in Toronto. The guests were received by Mrs. C. F. Leckie and Mrs. Elizabeth Newton. The table was done with a silver bowl filled with roses and delphinium. Those present included, Mrs. Morris, Grimsby; Mrs. D. Clarkston, Miss Goad, Miss McGonigal, Hamilton; Miss Garrow, Timmins; Miss Collip, Essex; Miss Odium, Hamilton; Miss Margaret Burns, Oshawa; Mrs. W. J. Baxter, Miss Izzard, Aurora; Mrs. C. F. Malcolm, Mrs. Jeffrey, Mrs. Esmond



SIR CHARLES FITZPATRICK AND LADY WILLINGDON

Many Canadians will be interested in the above picture taken recently at the Manor Richelieu, Murray Bay, which shows a veteran of Canadian public life in conversation with the wife of the Governor General. Rt. Hon. Sir Charles Fitzpatrick, P.C., K.C., G.C., M.G., has been in retirement since 1925, is 77 years old. He was called to the Bar in 1876 and first achieved national fame as Chief Counsel for Louis Riel, leader of the Northwest rebellion of 1885, when the latter was tried at Regina. He was solicitor general in the first Laurier Cabinet of 1896; Minister of Justice 1902-6; Chief Justice of the Supreme Court of Canada 1906-18; Lieutenant Governor of Quebec 1918-23.



MRS. WILLIAM W. SOUTHAM, HAMILTON
Formerly Miss Katinka Young, of Colchester, England.
—Photo by Hubert Beckett.

Grier, Mrs. Anthony Reid, Mrs. Sinclair Adams, Miss E. B. Brett, Alliston; Miss F. Allen, Mount Forest; Miss Doris Clegg, the Misses Cook, Miss L. Hill, Mrs. Frank Lloyd, Miss Mairs, Mrs. Evans, Owen Sound; Miss C. Talbot, Grimsby.

Canadians in the Royal Enclosure at Ascot recently for the races, included, Mr. and Mrs. F. N. Beardmore and Miss Beardmore, of Montreal, Mr. George Beardmore, Mrs. and Miss W. Beardmore, of Toronto, Lt.-Colonel and Mrs. R. M. Beckett, Miss Betty Blackwell, Dr. and Mrs. Randolph Davis, Mr. Raphael de Sola, Major and Mrs. Hugh A. Green, Mr. and Mrs. A. T. Hills, Major Douglas C. Jennings and Mrs. Jennings, Mr. F. W. Johnston, Major Edward P. Johnston, Mrs. Wilfred Lawson, of Ottawa, Senator W. L. McDougald and Mrs. McDougald, of Montreal, Mrs. W. Mulock, Miss Marjorie Mulock, of Toronto, Mrs. W. O'Brien, Miss Alice O'Brien, Mrs. William Pugsley, Colonel Wm. Rae, Mr. and Mrs. Jonathan Rogers, Mrs. Colin Ramsay, Mrs. Harold A. Richardson, Miss Barbara Richardson, Mr. and Mrs. Sigmond Samuel, of Toronto, Dr. J. L. Todd, Mrs. and Miss Todd.

Mr. A. D. Braithwaite, of Montreal, accompanied by his daughter, Mrs. Schuyler Snively and her daughter, Miss Margaret Warren, of Toronto, sailed recently for England, where Miss Faith Warren, who has been at school in Switzerland, will join her family.

Mrs. Campbell Macdonald, her daughter, Mrs. Victor Sifton, and Miss Minnie Macdonald, sister of the late Colonel Macdonald, all of Toronto, are spending the summer in England.

Major and Mrs. Percy Arnoldi, Major and Mrs. Ian Hay Belth, London, England; Mr. Schuyler Snively, Mr. and Mrs. Arnold Matthews, and Mr. and Mrs. Bruce McKinnon are leaving on Monday of next week for the Tadanac Club on the Georgian Bay. Major and

Mrs. Belth arrived in Toronto on Sunday from England and are the guests of Major and Mrs. Percy Arnoldi.

The marriage of Mary, elder daughter of Mr. and Mrs. William Hart, Dickinson, Kenora, Ontario, and granddaughter of the late Judge Edward Elliott, of London, to Gerald Richard, only son of Mrs. Edward Curry, of Toronto, and the late Edward L. Curry, of Montreal, and grandson of the late Henry Hamilton Burnham, of Dumfries Hall, Fort Hope, will take place quietly in Kenora, on July 28.

Lady Tupper, of Winnipeg, and her little daughter, Margot, are at the cottage at Rideau Ferry, where they are spending the summer. Sir Charles Tupper will join his family early in August. Dr. Charles Morse, of Ottawa, Lady Tupper's father, is in Calgary. Mrs. Morse has been spending a few days with her daughter, Lady Tupper, at Rideau Ferry.

Admiral and Mrs. Parker, of London, England, who are at the St. George Apartments for several weeks, left last week-end with Mr. and Mrs. Dana Porter for Longford, near Bracebridge.

Mrs. Townley, of Vancouver, is in Toronto from Quebec before leaving for the Far West.

Mr. and Mrs. W. Fleury, of Toronto, are at Eagle's Crag, Muskoka, where Mr. and Mrs. W. Assheton Smith, of Toronto, are their guests.

Mrs. W. A. H. Kerr announced the engagement of her daughter, Elisabeth Angelique, to Mr. Jocelyn Campbell Patrick Proby, youngest son of Colonel Douglas J. and Lady Margaret Proby, of Elton Hall, Peterborough, England. The marriage will take place quietly at Roche's Point in August.

Colonel and Mrs. Ian Sinclair, of Toronto, have taken a house at Beaumaris for the summer.

Canadian ladies presented at Their Majesties' Court on July 16th were, Mrs. Gerald H. Brown, of Ottawa; Mrs. William G. Beaman, of Kingston; Mrs. Phillip J. Dykes, of Toronto; Mrs. George R. Housam, of Camp Borden; Mrs. Robert A. MacKay, of Toronto; Mrs. Leigh F. Stevenson, of Winnipeg; Miss Faith T. Warren, of Toronto.

Mr. and Mrs. Dalton Davies, of Forest Hill village, are again in Toronto, from Victoria, B.C.

Mrs. Norman Bastedo, of Toronto, and Miss Stephanie Bastedo are sojourning at Scarborough Beach, Maine.

Mrs. C. W. Tilling, of Montreal, is on a three weeks' visit to Hamilton, Ontario, where she is the guest of Mrs. Murray Hendrie.

Colonel and Mrs. Kingsmill, of Toronto, who are at their cottage at Metis, have with them as guest, Miss Kathleen Webster, of Montreal.

The engagement is announced of Irene Margherita, daughter of Mr. and Mrs. William Abbott, of Rock Glen, Saskatchewan, to Mr. Allan Lewis Brown, son of Chief Justice and Mrs. Brown, of Regina. The marriage will take place in Toronto early in August.

Mr. and Mrs. George Watson, of Toronto, are spending the summer at Murray Bay.

General and Mrs. John Gunn, of Toronto, are at their summer place in Beaverton.

The marriage of Aileen Emily, elder daughter of Mr. and Mrs. Percival Ridout Coffin, and Capt. Stanley J. Tattershall, son of Mrs. Tattershall and the late Mr. John Tattershall, of London, England, took place quietly and immediate relatives only, at St. Jude's

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Church on Monday morning, July 7, Rev. H. T. Archbold officiating. Following the ceremony a reception was held at the residence of the bride's parents on Indian Valley Crescent. Capt. and Mrs. Tattershall left later by motor for Murray Bay and other Eastern points.

Mr. Peter M. Benedict, of Ottawa, is visiting his sister, Mrs. Ralph B. Gibson, in Toronto.

Colonel and Mrs. Henry Brock, of Toronto, are at their place in Oakville for the summer.

Mr. and Mrs. Kenneth Love, of Toronto, are spending several weeks at Little Metis.

Mrs. D. A. Dunlap, of Toronto, smart in a white crepe Elizabeth with black, entertained a large number of guests at her place, Donalds Farm, on Wednesday afternoon of last week in honor of the delegates to the Real Estate Convention in Toronto and the wives of the delegates. The band of the 48th Highlanders played throughout the afternoon and refreshments were served from a large marquee on the lawn.

Mrs. R. J. Christie, of Toronto, is the guest of Lady Allan at Cacouna. Later Mrs. Christie will spend several weeks at St. Andrew's-by-the-Sea.

Mr. and Mrs. C. Shedden Laidlaw, of Toronto, are at their summer place at Balsam Lake.

Lady Eaton, of Toronto, Miss Leane Colter, Mr. Timothy Eaton and Mr. John Eaton, who are motoring in the Maritimes, were dinner guests at the "Seven Gables" overlooking the beautiful Saint John river on Tuesday.



MRS. J. E. CASSAN
Formerly Miss Bedoon Anderson, only daughter of Mr. A. J. Anderson, K.C., M.P., Toronto.
—Photo by Walter Dixon.



MRS. HENRY GEOFFREY MALCOLMSON
Of Vancouver, formerly Miss Geraldine Fowler, daughter
of Mr. Cecil Fowler, Winnipeg.

Mrs. Charles Baldwin, of Toronto, and Miss Betty Baldwin, are at Shanty Bay. Miss Eleanor Montgomery is their guest.

Mr. and Mrs. Drummond Mackay, of Toronto, and Mr. and Mrs. Morley Whitehead are at their summer place at Wollesley Island, Lake Windermere, Muskoka. Mr. and Mrs. Whitehead will go later on to Scarborough Beach, Maine, and to Kennebunkport.

Mr. and Mrs. Archibald Browne will be at home to their friends at their studio in Lancaster, Ontario, during the week-ends of the summer months.

Mrs. Ashton, wife of General Ashton, of Toronto, and Miss Amy Ashton are at Shirley's Bay for the summer months, in the cottage formerly occupied by Sir Eugene and Lady Flisat.

Colonel and Mrs. Walter Denison are again in Toronto after a visit to England.

Mr. and Mrs. Walter Hellewell, of Winnipeg, are visitors in Toronto, guests of Major-General and Mrs. Victor Williams.

Colonel and Mrs. Henry Brock, of St. George Street, Toronto, are at their summer place in Oakville.

Mr. and Mrs. Dudley Dawson, of Toronto, will spend some time at Kennebunkport, Maine.

Mrs. Gordon Mackenzie, of Walmer Road, Toronto, and Miss Violet Mackenzie, are at their country place at Point au Baril.

Mr. and Mrs. William Hees, of New York, are the guests of Mr. and Mrs. Stephen Haas, of Prince Arthur Avenue at Toronto, at their summer residence, Strathmore, Cobourg.

Mrs. Everett Bristol, of Toronto, is at Metis where she has a cottage for the season.

Miss Margaret MacGregor Young, of Toronto, who recently returned to Canada from St. Andrew's Scotland, is at the seaside house, Metis.

Mrs. Strathearn Hay, of Bernard Avenue, Toronto, is sojourning at French River.

Mrs. Jeffrey Hale, of London, Ontario, is at her cottage at Metis for the summer.

Mrs. Norman Seagram and Miss Persis Seagram, of St. George Street, Toronto, are at their place at Metis for the remainder of the summer.

Miss Margaret Bellivan, of Shediac, New Brunswick and New York, is the guest of Miss Jean Macdonald, daughter of Senator and Mrs. John J. Macdonald, of Spadina Road, Toronto.

Miss Ruth Frost, of Montreal, is spending two weeks at Kennebunk Beach, Maine.

Mrs. George Hart and Miss Patricia Hart, of Montreal, are sojourning at Murray Bay, guests at the Manoir Richelieu.

Mrs. Oliver A. Barwick, of Montreal, her two children, and her sister, Miss Constance Scammell, of Kingston, are spending a few weeks in Prince Edward Island.

Mr. and Mrs. Gordon Edwards and Miss Edna Edwards, of Ottawa, are at their summer place at Portland-on-the-Rideau.

Mrs. C. W. C. Bate is again in Ottawa from a visit to Miss Edith Davies, at the latter's summer residence, Fairhaven, near Brockville, on the St. Lawrence.

Mrs. Hazen Hansard, of Montreal, is in Saint John, N.B., on a visit to her sisters, Mrs. G. K. McLeod and Mrs. Busby.

Mrs. Thomas Baker, of London, Ontario, is visiting her son-in-law and daughter at Lake Simcoe.

Mr. and Mrs. A. H. C. Proctor, of Toronto, with their family are at the Lake of the Woods.

Mr. Noel Eaton and Miss Ruth Eaton, son and daughter of Colonel W.

F. Eaton, of Oakville, recently arrived in Canada to be with their parents for the summer. Mr. Eaton and Miss Eaton were passengers in the S.S. *Duchess of Atholl*.

Major-General and Mrs. H. A. Panet are again in Ottawa after some time spent in England.

Mrs. Alfred Johnston, of Toronto, is at her summer place at Oakville this week.

Mrs. D. S. Barclay, of Lowther Avenue, Toronto, and her daughter, Miss Jeanette Barclay, are at their summer place on the Georgian Bay.

Miss Effie Michie, of St. George Street, Toronto, has sailed for Scotland where she will be for several months.

Miss Mary Lucas, of Hamilton, Ontario, is the guest of Miss Alice Blackstock, who is at her summer place at Ayre.

Mr. and Mrs. Ralph King, of Toronto, were week-end visitors in Penetanguishene, guests of Mr. and Mrs. T. Seagram.

Dr. and Mrs. Geoffrey Boyd, of Toronto, Mrs. Jack Dunning, of London, England, who is their guest, are at their place on the Georgian Bay.

Mr. and Mrs. Crawford Annesley, of Toronto, are the guests at Wason Island, Muskoka, of Mr. and Mrs. J. Goldie.

Canadian visitors at the Howard Hotel, London, include: Dr. W. J. Bell, Toronto; H. McConnell, Montreal; Frank Wells, Temiskaming; Mr. and Mrs. Gerald Brown, Ottawa; Mrs. and Miss Bell, Hamilton.

Mr. and Mrs. Kenneth G. Mappin, of Montreal, are spending three months on Prince Edward Island.

Mrs. R. B. Van Horne and Miss Van Horne, of Montreal, are sojourning at St. Andrew's-by-the-Sea.

The engagement has been announced of Miss Babette Lyon, eldest daughter of Mr. and Mrs. Laurance Lyon, and granddaughter of the late Sir Henri Thomas Taschereau, a former Chief Justice of the Province of Quebec, to Prince Cyril Kossatkin Rostoffsky, son of Prince Theodore Kossatkin Rostoffsky, of Paris, France.

Mrs. Ross Macdonald, of Montreal, is spending the summer at North Hatley.

Mr. and Mrs. W. C. Hodgson, of Montreal, are at their place at Metis for the summer.

Mrs. G. H. Duggan, of Montreal, and her daughter, the Hon. Mrs. Knatchbull-Hugessen and her children are at Point la Nim, Dalhousie, N.B., for the summer.

Madame Ernest Lapointe, of Ottawa, has been visiting the Lieutenant-Governor of Quebec and Mrs. Carroll at Spencerwood.

Mrs. G. H. Duggan, of Montreal, and her daughter, the Hon. Mrs. Knatchbull-Hugessen and her children are at Point la Nim, Dalhousie, N.B., for the summer.

Mrs. Brewster Monier-Williams, who has been visiting her parents, Mr. and Mrs. C. A. de Lothier Harwood for several weeks, will sail on August 1 in the S.S. *Alania* for Reigate, Surrey, England.

Captain and Mrs. A. J. May are the guests at Metis of Mrs. Herbert Molson.

Mrs. Henry Aylen, of Ottawa, and her two daughters, Miss Dorothea and Miss Elise Aylen, are spending a few weeks in Boston, Mass.

Mrs. Alfred Turcot, of the Chateau St. Louis, Quebec, is spending two months at Ste. Irene les Bains.

Lady Willingdon, who has been at St. Andrew's-by-the-Sea, visited Rothesay and Saint John, N.B., on Saturday of last week. The Lieutenant-Governor of the Province entertained Her Excellency, and accompanied the vice-regal party to the Riverside Golf and

Country Club where Lady Willingdon enjoyed golf during the morning. The Lieutenant-Governor entertained the vice-regal party and a number of Saint John guests at luncheon at Government House. Lady Willingdon later visited Mrs. F. M. Ross at her summer place at Ashburn Lake.

The marriage has been announced at Calgary of Dorothy Florence, only daughter of Mr. and Mrs. Ernest Clinton Stata, to James Ewart Muir, son of Mr. and Mrs. Charles G. Muir, of Montreal. The ceremony took place on Monday afternoon, June 30.

The Charge D'Affaires for France, Mr. Henri Coursier, held a reception at the French Legation, Ottawa, on Monday afternoon of this week in honor of the French National holiday.

Mrs. C. P. Beaubien and Miss Beaubien, of Outremont, are at their cottage at Metis for the season.

Mr. and Mrs. Blair Russel, of Montreal, who recently arrived in the S.S. *Duchess of York* from England and France, are now with their children at Biddeford Pool, Maine, for the remainder of the summer.

Sir Arthur and Lady Currie, of Montreal, are the guests for a week at St. Andrew's-by-the-Sea of Mrs. Henry Joseph, of Montreal, who is at her summer residence.

Major General and Mrs. A. G. L. McNaughton, of Ottawa, and their family are spending the summer at Meach Lake.

Lady Garneau, of Quebec, and Miss Alene Garneau are at their summer place at the Point, Riviere-du-Loup for several weeks.

The engagement has been announced of Phyllis Scarth, youngest daughter of the late Mr. Arthur Tremaine and of Mrs. Annie Tremaine of Westmount, to Mr. Lawrence Edward Matthews, younger son of the late Mr. and Mrs. William S. Matthews, of London, England. The wedding will take place in August.

Mrs. Elliott is again in Quebec from La Tuque, where she was the guest of her son-in-law and daughter, Mr. and Mrs. Malcolm Ross.

Mr. and Mrs. T. A. Martin, Grosvenor Avenue, Westmount, announce the engagement of their daughter, Sadie Neava, to Mr. Robert J. Chambers, son of Mr. and Mrs. W. J. Chambers, of Coldwater, Ontario. The marriage will take place in September.

Mr. and Mrs. C. P. Cowan, of Montreal, Mr. Gordon Cowan and Miss Phyllis Cowan, sailed on Saturday of last week in the S.S. *Duchess of York* for Europe.

Mrs. Scott and Miss Mary Scott, of Ottawa, are spending several weeks at Kennebunk Beach, Maine.

Mrs. L. P. Turgeon, of Quebec, and her family are spending the summer at Les Eboulements, and are guests at the Laurentide.

Lady Price, of Quebec, and Miss Jean Price were passengers in the S.S. *Empress of France* which arrived last week-end at Quebec. Lady Price and her daughter have been abroad for several months.

Mr. Kenneth Ross, of Vancouver, B.C., has sailed for Europe to continue his musical studies.

The marriage took place on Saturday afternoon, June 28, at half-past three o'clock in Knox United Church, Cornwall, Ontario. Rev. James Faulds officiating, of Miss Mabel Algire Cameron, daughter of Mr. J. A. Cameron and the late Mrs. Cameron, and granddaughter of the late Dr. D. O. Algire, of Cornwall, and Mr. James Kenneth Davidson Sims, of Kitchener, Ontario, son of Mr. James Harvey Sims, K.C., and Mrs. Sims, of Kitchener. The church was decorated with roses, roses, daisies, mock orange blossoms and ferns. The bride, who was given in marriage by her uncle, Dr. A. Ross Algire, wore a wedding gown of bridal satin with train, and a veil of Duchess lace caught with orange blossoms. Her shower bouquet was of lilies-of-the-valley. She was attended by Mrs. John A. Dochstader, of Kitchener, as matron of honor, wearing a French frock of blue chiffon, with hat of pink mohair and blue ornaments, and carrying a bouquet of pink and blue larkspur, and white daisies. The bridesmaids were Mrs. G. H. S. Dinsmore, of Toronto, and Miss Shirley Stiles, of Cornwall, who were gowned alike in delicate pink chiffon, with hats of blue mohair and pink organdie, and carried bouquets of pink and blue larkspur, and white daisies. The flower girl was Miss Phyllis MacKay, of Ottawa, cousin of the bride, who was in a Kate Greenaway frock of pink taffeta, and carried an old-fashioned nosegay. The best man was Mr. E. R. Hanna, of Montreal, and the ushers, Mr. J. G. Hyland, of Sault Ste. Marie, Mr. J. A. Dochstader, of Kitchener, Mr. R. B. Hungerford, of London, Ontario, and Mr. D. C. Charlton, of Galt. After the ceremony, a reception was held at Elmhwaite, where the guests were received by the bride's aunts, Miss Algire, in a French model of dove blue chiffon, with hat and shoes to match, and Miss Caroline Algire wearing a black lace gown with a black hat. Mrs. Sims, the bridegroom's mother, who also received, wore a gown of black chiffon and lace. The bride went away in an imported tweed suit, with blouse and beret to match. On their return from their wedding trip, Mr. and Mrs. Sims will reside in Kitchener, Ontario. The out-of-town guests included, Colonel D. F. G. MacIntosh, K.C., and Mrs. MacIntosh, Mr. George Bray, K.C., and Mrs. Bray, Mr. and Mrs. J. A. Martin, Mrs. George Richmond, Miss Catherine Hall, Mr. and Mrs. George C. Norworthy, Mr. and Mrs. G. Murray Bray, all of Kitchener; Mr. and Mrs. T. A. MacKay, Miss Mary Elizabeth MacKay, of Sarnia; Mrs. John Ross Stewart and Mr. Peter Stewart, of Hartford; Colonel and Mrs. Arthur Mortimore, Mrs. B. H. MacKay, Mr. and Mrs. Fred Fergie, of Ottawa; Mr. and Mrs. W. W. Algire and Miss Adele Algire, Mr. and Mrs. N. K. Gordon, Miss Kathleen Buchanan, Miss Margaret Hall, Mr. Brock

Jamieson, Miss Iris Nichol, Miss Odell, Mr. John Snetsinger, Mrs. Arthur Jarvis and Miss Dorothy Jarvis, of Montreal; Mr. T. Z. Boles, Dr. F. H. Russell, Mr. David Lloyd, Mr. and Mrs. A. W. Spence, of Toronto; Mrs. H. E. Empey, of New York; Rev. Dr. and Mrs. Tanner, of Lancaster; Mrs. B. Cameron Barrett, Mr. W. Barrett, Mr. and Mrs. D. A. McRae, and Miss Jeanette McRae, of Williamstown.

Mr. and Mrs. Beverly Armstrong entertained most delightfully on Monday evening at their residence "Bryn Aderyn" in Rothesay, N.B., in honor of their guests, Colonel and Mrs. Stanley Morrison, of Halifax, Nova Scotia. The guests included Hon. L. P. D. Tilley and Mrs. Tilley, Mr. and Mrs. W. H. Harrison, Mr. and Mrs. G. Heber Vroom, Mr. and Mrs. Cortlandt Robinson, Mr. and Mrs. John C. Belyea, Mr. and Mrs. Hugh Mackay, Mr. and Mrs. Allan G. McAvity, Mr. and Mrs. Arthur Bowman, Mr. and Mrs. Rupert Buchanan, Mr. and Mrs. George Ross, Mr. and Mrs. Colin Mackay, Mr. and Mrs. Charles Eastwick, Mr. and Mrs. H. C. Schofield, Mr. and Mrs. William Vassie, Mr. and Mrs. George Ross, Mr. and Mrs. Campbell Mackay, Mr. and Mrs. R. I. H. Goodday, Mr. and Mrs. John Gale, Mr. and Mrs. H. W. Frink, Mr. and Mrs. Eber Turnbull, Mr. and Mrs. J. D. P. Lenin, Mr. and Mrs. Harold Brock, Mr. and Mrs. Hugh Bruce, Mr. and Mrs. W. A. Harrison, Mr. and Mrs. John E. Sayre, Mr. and Mrs. George Bland, Mr. and Mrs. Richard Werner, Mr. and Mrs. F. C. Mortimer, Mr. and Mrs. Guy FitzRandolph, Mr. and Mrs. F. W. Daniel, Mr. and Mrs. John M. Robinson, Mr. and Mrs. Arthur N. Carter, Mr. and Mrs. Stanley Elkin, Mr. and Mrs. Rupert Turnbull, Mr. and Mrs. Clifford McAvity, Mr. F. T. Paley, Mr. F. Crosby, Mr. Cyrus Inches and Mr. Richard Starr.

A wedding of particular interest to many people of the Maritime Provinces took place on Thursday, June 26, 1930, at St. John's Church, Port Arthur, when Katharine Mabon, daughter of the late Edward William Jarvis and Mrs. Jarvis, of Chatham, Ont., became the bride of Allison Beresford Connell, son of A. B. Connell, Esq., K.C., and Mrs. Connell, of Woodstock, New Brunswick, the Rev. A. J. Bull officiating.

Mrs. Henry Wilson, of Orange, New Jersey, is spending the summer with her mother, Mrs. J. B. Cudlip, of Montreal, at "Shore Haven," the summer home at Rothesay of Mr. and Mrs. Cudlip.

Mrs. Sidney Band, and Mrs. Draper Doble, of Toronto, are guests this week of Mrs. Gordon Finch, of Toronto, at the Lake of Bays.

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crepe for wear with
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BEADS

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C—one in white, the other in blue. Of starched linen.
At 95c.

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Mellowed with age like a rare old wine . . . O'Keefe's
Dry Ginger Ale has a champagne-like sparkle . . .
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Where does your husband buy his clothes?

FOR years women have been told in print to dress for their husbands—to make the best of themselves. But surely, what's sauce for the goose is sauce for the gander, too!

Wise husbands have a little text that runs "dress up for her"—not simply for the office and outside world. And many of them come to Follett's.

But as one woman (speaking of husbands who are not so wise) recently put it—"A made-to-order suit makes a man look his best, even if he doesn't particularly want to."

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TORONTO



THE SOCIAL WORLD

The Governor-General returned to the Citadel, Quebec, after a trip down the Gulf to Anticosti, in the S.S. *Fleurus*. Colonel Humphrey Snow and Captain Brinckman accompanied His Excellency.

The Hon. Mrs. Redmond, of Montreal, is at St. Andrew's-by-the-Sea with her family. She will be at The Algonquin for several weeks.

Lady Willingdon was at St. Andrew's-by-the-Sea early last week to open the new gymnasium of the local Boy Scouts. Baroness Shaughnessy entertained Lady Willingdon at luncheon and afterwards she engaged in a round of golf.

Mr. and Mrs. A. B. Brodie, of Montreal, and Miss Barbara Brodie sailed in the S.S. *Empress of Scotland* on Wednesday of last week for England, where they will visit Mrs. Victor Payne-Jennings at Chilton, Winkfield, Berks. Later Mr. and Mrs. Brodie and their daughter will go to Scotland and return to Montreal in September.

The Governor-General and Lady Willingdon recently entertained at luncheon at the Citadel, Quebec, in honor of the Lieutenant-Governor of the province and Mrs. Carroll. The following were the other guests: The Hon. C. A. and Mrs. Delage, Judge and Mrs. Bernier, Judge and Mrs. Boufford, Mr. and Mrs. Donald Atkinson, Col. and Mrs. Bell, Major and Mrs. Burns, Col. and Mrs. Campbell, Lieut.-Col. the Rev. P. Casgrain, Mrs. Henri Chasse, Mr. and Mrs. A. C. Dobell, Mrs. Landry, Col. and Mrs. McGreevy, Col. and Mrs.

MacDonald, Colonel and Mrs. O'Meara, Colonel D. B. Papineau, Mr. and Mrs. Penny, Mrs. H. B. Powell, Captain and Mrs. H. Price, Colonel and Mrs. Renaud, Mr. and Mrs. Laetare Roy, Mr. and Mrs. St. Jacques.

Mrs. G. R. Rainville has been spending two weeks with Lady Garneau at Riviere du Loup, and will go to Saint Irene for the rest of the summer.

Mr. George Mabee, of Ottawa, is visiting his son-in-law and daughter, Major and Mrs. Douglas Gordon Nairn, at Weybridge, England.

Mr. and Mrs. W. A. Pepler, the latter formerly Miss Joan Chadwick, of Toronto, have returned from their honeymoon, and are residing on Metcalfe Street, Ottawa.

Dr. Phelan is in Quebec from Kingston, guest of Major and Mrs. E. L. M. Burns.

Mr. and Mrs. J. W. Cook, of Montreal, are spending this week at Caouana, guests of Lady Allan, of Montreal.

Mrs. David Wanklyn, of Montreal, and her family, are at Point au Pic for the summer.

Mrs. Huntly Ward Davis, of Montreal, and Miss Clare Davis are spending the summer at Metis.

Mr. and Mrs. C. A. Clark, Metcalfe avenue, announce the engagement of their daughter, Nora Reay, to Mr. Brian Godfrey Pearce, son of Mr.

Frank L. Pearce, formerly clerk of the Privy Council of Jamaica and Mrs. Pearce, now of Montreal. The wedding will take place in September.

Sir George Burn and the Misses Burn are spending the summer at Cushing's Island, Portland, Maine. Mrs. Drummond Burn is with them for the rest of the summer.

Mrs. Alexander Mills, of Montreal, announces the engagement of her daughter, Gladys Alexandra, to Dr. H. Carson Graham, of North Vancouver, son of Mr. and Mrs. Herbert Graham, of Kemptonville, Ont. The marriage will take place in Montreal on July 22.

Judge Albert Sevigny, of Quebec, and Mrs. Sevigny are spending a few weeks at Old Orchard.

Mr. and Mrs. Herbert Thomas, of Quebec, and their children are sojourning at Lake Beauport.

Mrs. James Ballantyne, of Montreal, Mrs. J. K. M. Ross and Mrs. Blythe Maxwell are sojourning at Chester-ville, Ontario.

Captain and Mrs. Murray Robertson are again in Quebec after two weeks spent in Ottawa.

Canon and Mrs. Shatford, of Montreal, are at their summer place in Nova Scotia.

The marriage of Marguerite, eldest daughter of Mr. G. I. Gogo, K.C., and Mrs. Gogo, of Cornwall, Ontario, to Dr. Wilfred Lalonde, of Montreal, son of Mrs. Joseph Lalonde and the late Mr. Joseph Lalonde, of Cornwall, will take place quietly on Thursday, July 24th, in the vestry of the Church of the Nativity, Cornwall. Miss Jean Gogo will be her sister's only attendant, and Dr. A. J. Lalonde will act as best man for his brother.

Mrs. W. H. Pepler, of Ottawa, and Miss Doris Pepler will spend two months at their cottage on Lake Simcoe.

The marriage of Miss Phyllis Midgley, only daughter of Mr. and Mrs. John Midgley, of Sydney, N.S., and Mr. Frederic Gordon O'Brien, of Montreal, son of Mr. and Mrs. James O'Brien, of Windsor, N.S., took place in the First United Church, Sydney, on Monday evening, June 30. Rev. Dr. A. H. Campbell was the officiating clergyman. The bride, given away by her father, wore a gown of ivory crepe-back satin made in princess style, with long sleeves ending in points of lace over her hands. Her veil was arranged in coronet style and caught with orange blossoms. She carried a shower bouquet of pale pink roses and lilies-of-the-valley. She was attended by Mrs. Murray Campbell as matron of honor, who wore pink net with picture hat and shoes to match, and carried a shower bouquet of American Beauty roses; also by four bridesmaids, Miss Ellen O'Brien, sister of the bridegroom; Miss Mabel Walker, Miss Hazel McDonald, and Miss Marjorie Shaw, all wearing gowns of mauve net, with picture hats and shoes to match, short white gloves, and carrying sheafs of lupin and fern. Little Miss Peggy Merchant in white net over satin, with ostrich trimmed net bonnet, and Master Donald Schurman in a Lord Fauntleroy suit of white satin, were train bearers. Messrs. Percy Chapman, George Morrison, Harold Dohson and Ralph Wright were the ushers. The groom was accompanied by Mr. Gordon Graham. Following the ceremony, a reception was held at the Isle Royale Hotel. Receiving with the bride were her mother, gowned in gray lace over flat crepe, wearing a mauve hat, and a corsage bouquet of mauve sweet peas and lilies-of-the-valley, and Mrs. O'Brien, mother of the bridegroom, was in black and white chiffon, with hat to match, and corsage of sweet peas. Mr. and Mrs. O'Brien left later to tour Cape Breton and the mainland, later visiting the St. John River Valley. They will spend the summer at Dorval, Que., and in the fall will take up their residence in Montreal.

The Lieutenant-Governor of Quebec and Mrs. H. G. Carroll entertained at Spencerwood at luncheon on Tuesday of last week in honor of Mr. Ernest Crawley and Mr. and Mrs. David Crawley, of London, England, who have been guests of the Governor-General and Lady Willingdon at the Citadel, Quebec.

Mrs. W. L. McDougald, of Montreal, was presented at Their Majesties' Court on Thursday night, July 10, at Buckingham Palace, London, England.

Mr. and Mrs. F. C. T. O'Hara, of Ottawa, have been spending a week at Ogunquit, Maine.

Lord Redesdale, of Redesdale, his daughter, the Hon. Pamela Milford, and Lady Rosemary Baring, daughter of the Earl of Cromer, arrived in the S.S. *Duchess of Atholl* at Quebec last week, and later went on to Montreal.

Mrs. A. E. Dunlop, of Quebec, is at Notre Dame du Portage for the rest of the summer, after having spent some time at Lake St. Joseph.

Mr. and Mrs. T. E. McAvity Stewart, of Montreal, and their family are at Rothesay, N.B., for the summer.

Mrs. Jack C. Beswick and Miss Wenonah Beswick, Westmount, have left to spend the summer at Great Chebeague Island, Casco Bay, Maine.

Mrs. Bradley Wilson, of Montreal, and her family are at Digby, N.S., guests of Mrs. Andrew Hersey, who has a cottage there.

Dr. J. D. Hessey, F.R.C.S., and Mrs. Hessey, of London, England, who have been in Montreal for some time guests of their daughter, Mrs. Hessey-White, sailed last week in the S.S. *Autonia*, for England.

The marriage of Violet Lois, daughter of Mr. and Mrs. Guy Thomas Pettigrew, to Mr. Stewart James Biffin, of Windsor, Ont., son of Mr. and Mrs. James Biffin, of Stratford, Ontario, took place on Monday afternoon, July 14, at three o'clock, at the residence of the bride's parents, 434 Metcalfe Avenue, Westmount.

The correct summer beverage for children

COLD or iced, Ovaltine is far more than a delicious summer drink. It is a builder of necessary nervous energy, a creator of bodily vitality and strength, and is not overheating to the blood.

COLD OVALTINE, more than all beverages, is the correct summer drink for children, because it combines in easily digested and quickly assimilated form, all the essential vitamins and other food elements conducive to growth. Ovaltine is good for both young and old.

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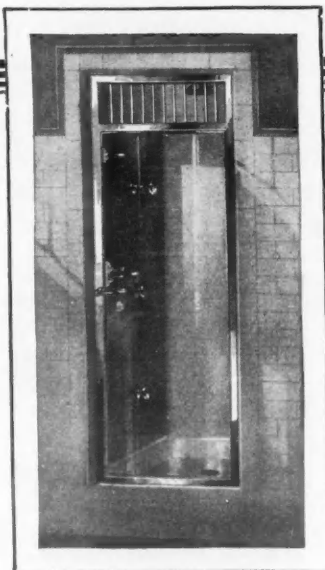
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KRAFT SALAD DRESSING

SATURDAY NIGHT

FINANCIAL SECTION

Safety for
the Investor

TORONTO, CANADA, JULY 19, 1930

P. M. Richards,
Financial Editor



TORONTO'S NEW SKYLINE FROM THE ISLAND

Looking across the Bay at downtown Toronto, from Hanlan's Point. During recent years the city's skyline has undergone a remarkable transformation. Among the newer buildings seen in the photograph are the Royal York Hotel, the new Head Office Skyscraper of the Canadian Bank of Commerce and at the right the Canadian Rail and Harbor Terminals warehouse.

Canada Mobilizes!

Railways and Banks Prepare to Move
Most Momentous Crop

By G. C. PORTER

BANKERS are beginning to concentrate large supplies of cash at their prairie branches. Railway traffic men are busy placing a hundred thousand box cars and increased motive power on available side tracks between the lakes and the mountains. Each industry is "spotting" its surplus resources methodically over a stage a thousand miles square, drawing from the east these mechanics of commerce just now.

And why? It's the annual gesture in the biggest game played on the prairies—preparations to contribute energetically to the marketing of the grain crop.

Only, each year the machinery devoted to the final act in turning the labor of the producers into money, becomes more complex and the processes requiring more skill and co-operation of Canada's best brain power.

About the fifteenth of July is the time regularly for this concentration of capital and transportation facilities for the harvest threatens always about the first week in August and money and cars and motive power and men to man the machinery of the counting house and the railways must be in place and ready to function when the binders begin to hum.

Each of the two great transportation companies are therefore just now placing fifty thousand box cars on the prairie sidings at strategic points to be distributed over night on calls to the sections where field work first begins. In other days, at least until the past few years, these box cars' capacity would average 1,500 bushels. But the new equipment increased the unit to 2,000 and even 2,400 bushels.

For each thousand cars there must be locomotive available—not the little machine that used to haul thirty loads—but the monsters that pull a freight train of sixty and seventy-five cars along at a mile a minute, operating as close as the safety block system—at the peak, permits—twenty minutes apart, on the long run to the lake head.

But, like the bank reserves, that are used over and over again in the mechanics of purchase and sale of the grain, every few days, the rail equipment moves in cycles. It requires about fifteen days for a car to make the round trip from the centre of the grain territory, either east or west, for they are unloaded promptly and started back to the prairies in a few hours after reaching the terminals. There is no time lost in this well organized service when the grain begins to flow.

It is an uneconomical condition however, as far as the railways are concerned, that the grain trade presents. All this surplus equipment that is utilized intensively from the first of August until the peak of the movement is reached the latter part of September to October 15, must be employed elsewhere, with the exception of these three months of frantic rush for the marketing of the west's great staple.

It is a wise management that can usefully place all these extra cars and locomotives, required in this emergency, the other nine months of the year.

Now, with the banks, it is a different proposition. Cash is more "liquid" and more easily distributed and utilized over the country than box cars. There is no lost motion in moving money and little expense but if there is "tight money" from now until the late fall, in the east or a slight scarcity of freight cars around Toronto and Montreal for the next few months, where previously there was a surplus of both commodities, the solution of the problem is to be found in the accumulation of money, men and cars for the benefit of the grain industry.

And just now both the banks and the railway managers are inclined to concentrate a few more millions of dollars and a few more thousands of cars than they were six weeks ago. The answer is the prolific moisture of the last week of June. And it came at the right time—when the grain was heading out. Today experts are agreed that the growing grain is so well advanced that it is practically proof against drought now. Prospects last year at this season were not nearly so favorable to a good harvest.

(Continued on page 25)



IF, as is asserted by the lads who believe they know their stuff, the time to buy stocks is when no one else wants them—when there is so much pessimism that the atmosphere is just a blue haze, this would certainly seem to be the psychological time to do a little buying. Certainly the gloom chorus could hardly be louder or more general.

THERE is so much of it as to make one wonder if these apostles of grief are perhaps no more right than they were in the late summer of 1929 when they were proclaiming, no less insistently, that business and the stock market were perfectly healthy and that in the New Era stock prices could only go one way.

They not only proclaimed it—they proved it, at least as convincingly as they now demonstrate that grief must be our portion for years. If you think I'm misstating the facts, delve into any newspaper file—it will amaze you, in the bright light of after events, to see how utterly wrong in their estimates of the situation and prospects our omniscient ones were.

UNDENIABLY we are experiencing a business depression; undeniably it is a rather more serious and protracted one than we expected a few months ago. But so far we have managed to survive it remarkably well; there has been nothing in the nature of a general business panic, and the recent successive sharp declines in stock market quotations are no more than a measure of the excess valuations placed on securities during the boom period. I sincerely believe that we Canadians have the right to derive considerable encouragement from the manner in which we are standing this test—the real test of our national economic strength in the present economic era.

So far Canada has withstood the effects of business depression considerably more successfully than either the United States or Great Britain; we have much less unemployment than either, our industrial earnings have been better maintained and public purchasing power has been much less seriously affected. The decline in commodity prices—the present bugbear of industry the world over—has been less in Canada than in any other country.

MUCH of our present gloom, I believe, is illusory—produced partly by our habit of paying more attention to our big neighbor's business and state of health than to our own, and partly by the fact that current business earnings are being compared with those of 1929, a thoroughly abnormal year.

Against 1927 or 1926 (in both of which years we thought we were doing pretty well) current earnings of industry, so far as they can be ascertained, measure up surprisingly well. If we are blessed with a good crop of grain this year and manage to get a reasonable price for it, we shall not be badly off at all.

WHILE it is fairly certain that we shall not see any pronounced upturn in business in the near future, the longer-term outlook (given a fair crop) is by no means wholly unfavorable and current market prices of a good many Canadian securities are lower, in my opinion, than conditions really warrant.

The fact that the stock market is likely to be weak and irregular for some time yet need not deter those who wish to acquire a list of good common stocks at present low levels for the long pull. They may go lower yet—I can't say they won't—but eventually they will go higher, substantially higher. And if well chosen, they will afford a reasonable income return in the meantime.

THE list of Canadian common stocks I gave in this column three weeks ago is no less attractive today for long-pull buyers, in my opinion. The point is that prevailing prices for stocks are in the main based on the unfavorable trade conditions presently in sight; they are not discounting the improvement that will come in due time, possibly this fall. Business today is apparently at about the low point, and any change is likely to be for the better. Stocks also, generally speaking, are probably around their lows for 1930 and thus in a buying range.

A BIG part of the recent selling seems to have come from weak and tired holders rather than from professional short operators, with the result that large amounts of stock have been transferred into strong hands, which can hold them until the inevitable business recovery eventuates. Thus the market, for all its weakness, has been progressively working into a stronger technical position.

IN my opinion current market prices offer the patient long-term investor in sound common stocks a real opportunity to select issues which are cheap on the basis of value. He may not catch the exact bottom, but he need not worry over that. Eventually he should be well-rewarded. The best reason for buying a security is because it is cheap, and the way to measure cheapness is not by past prices but by value as determined by current and probable future earning power, dividend return and the current price level. On that basis some real bargains are now available for the patient long-term investor.

The Cinderella of Industries

Textile Industry's Problems Misunderstood by Public and Claims to Tariff Relief Disregarded by Politicians

By A. R. Randall-Jones

ACCORDING to the Dominion Bureau of Statistics, the textile industry in 1929 stood second among industrial groups in Canada, in the matter of the employment that it furnishes, third in the matter of the wages and salaries that it pays and fifth as regards the gross value of the products of its industrial establishments.

Yet it may not ineptly be styled the Cinderella of our industries—a Cinderella that has long waited in vain for the fairy godmother, the coach and the splendid prince.

The general public is surprisingly ill informed as to the cardinal and essential facts of this industry's position, whether in respect to its peculiar problems, the unequal competition it is called on to face in the domestic market, its high present, and still higher potential, value as one of the outstanding factors in the industrial and (not less important) the communal development of the country.

In the political world, it is true, its position, over a long period of years, has been the subject of interminable discussion, much of it wholly beside the point, but seldom, indeed, unfortunately of a consideration that can be deemed, in any sense, adequate to the circumstances of the case.

As regards the general public's lack of sound information in respect to the industry's peculiar problems, especially in relation to the competition by which it is confronted in the domestic market, this is probably largely attributable to two circumstances. First, there is the very strong and definite tendency—to an extent, a natural, and even an inevitable, tendency in a country so rich in its resources of the field, the forest and the mine—to concentrate attention on the development of Canada's natural resources, susceptible, as these are, of exploitation to supply world markets, rather than the neglect of the "home-spun" industry (so to call it) whose case we are at present considering. In the second place, the development of Canada's fiscal policy, in its relation to textiles, has been along such complicated lines that it has been difficult for the man in the street to follow it with intelligent appreciation of the significance of each successive move.

Yet the textile industry has a historic place of its own in the tale of the building-up of Canada. It was introduced by the earliest colonists and it has kept pace with the amazing growth and expansion of the Dominion ever since.

It has been, throughout its history, second to no other industry in the part it has played in the evolution of communities of exceptionally desirable quality and calibre. Each of its branches has developed best in the particular section or sections of the country most adapted by natural conditions and by the ascertained suitability or long-acquired experience of its workers to that branch's special purposes and requirements.

For example, woollen mills are largely indigenous to Ontario, where they started up, in early days, almost wherever there was conveniently accessible water power to hand. These sections produce a very fine quality of wool and the same thing is true of certain parts of Nova Scotia, where woollen mills are also located. Indeed, as regards the woollen branch of the industry, nothing is more essential to a proper conception of this, and of its value to the community where a woollen mill is situated, than a just appreciation of the importance to the wool-grower of the sound development of his home market for wool. The cotton mills are situated mainly in Quebec, that province being noted for its frugal, thrifty class of manual workers, a large proportion of whom have shown special adaptability for this branch of the industry. The knitting mills are distributed pretty well all over the country, but chiefly in Ontario and Quebec.

As has been said, the textile industry has been largely instrumental in the building-up of some of the finest community centres, with the most desirable type of citizenship, that can be found in the whole of Canada. In Ontario, Woodstock, Galt, Preston, Hespeler, Paris, Brantford, Carleton Place, Almonte, Bracebridge and St. Catharines may be mentioned among such centres; in Quebec, Drummondville, Contrecoeur, Magog, Cowansville, Actonville, St. John and St. George de Beauce; in Nova Scotia, Truro and Windsor. Of course, these places are mentioned merely at random, as being typical of the kind of community settlement for which the textile industry has been re-

sponsible, and no stress is attempted to be laid, in this connection, on its important share in the industrial expansion of Montreal, Toronto, Hamilton, Moncton, London and other such large centres of population.

Altogether, according to the figures of the Dominion Bureau of Statistics, in 1929, the textile group maintained 1,802 industrial establishments, with an invested capital of just short of \$250,000,000; it gave employment to 107,519 persons, and it paid in salaries and wages nearly \$96,000,000. It is right to emphasize here that, in addition to being very largely a small town industry, and, as such, being of vital importance to the well-being of community centres, of a kind where high civic standards prevail, it makes, wherever it flourishes, for an eminently desirable balance of labor. For example, in many a place, where a heavy industry bulks big in the industrial life, it supplies the welcome balance of light labor. Further than that, it gives employment on an even larger scale to women and girls than to men, as may be evidenced by the fact that out of the total 1929 figure of 107,519 employees, the males numbered 44,823 and the women and girls 62,696. This due balance of labor which the textile industry furnishes, is an advantage to the whole fabric of our industrial and communal life that it would be difficult to over-estimate. The figures given, it should fairly be added, apply to the whole textile group—primary, secondary and garment and clothing.

Yet, as has been indicated, and as will presently be further demonstrated, this is the Cinderella of our industries, with its peculiar position and problems very imperfectly appreciated by the general public, and very largely disregarded by the political pundits and near-pundits. Why this thushness, it may well be asked. Largely, one would conjecture, because it has been over-much disposed to hide its light under a bushel. It has, it is true, made pilgrimages with well-reasoned arguments, and almost supplications, for the relief that is its due to Ottawa, to the Tariff Advisory Board and to other high and mighty depositaries of authority, until its feet—as well as its feelings—may well be sore. But to little purpose. The smiles with which it has been received have been smiles on the wrong side of the mouth.

But, in the matter of attempting to secure direct representation in Parliament, it has been sadly at fault. There are 245 seats in the Dominion House of Commons. But not one of these, in the last Parliament, was represented by a textile man. Lawyers, of course, in plenty. They seem ubiquitous in this world—as they will be, presumably, in one division of it or another, in the next! Farmers galore, and each with his tale of woe to tell. But not a single, lone representative of this great industry, with all its intrinsic importance (and in so many directions) to the commercial life of Canada. This is all the more to be wondered at in view of the fact that the 413 primary textile establishments in Canada (not including the needle trades) are located in no fewer than 110 different ridings.

Far be it from me to insist that this lack of direct representation at Ottawa is due to a deficiency of either public spirit or of horse sense on the part of representatives of the industry. Indeed, one prefers to think that it may be attributable to the fact that the industry is ingenuous or charitable, enough to believe that its interests are safe in the hands of high-minded Parliamentary representatives, not one of whom has any experience of the industry, or any first-hand knowledge of its needs, and that it can entrust the welfare of its employees and the safeguarding of its capital to those altruistic hands. But, if that is the big idea, those who entertain it err. For one feels in one's bones that, in these highly competitive days, if any industry is content to take no interest in politics, then politics will take no interest (other than of an adverse kind) in that particular industry. However, be the reason for it what it may, the patent fact remains that an industry of this magnitude and importance did not have a single, solitary, direct representative of its interests in the last House of Commons.

In the present election, two textile men are running—both as Conservative candidates. In South Waterloo, Mr.

(Continued on page 23)



SPENDS HUGE SUM ANNUALLY

F. G. Daniels, President and Managing Director of the Dominion Textile Company, Ltd., which concerns spends more than \$15,000,000 in Canada annually in wages, taxes, and manufacturing expenses.

—Photo by "Who's Who in Canada."

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WHAT HAPPENED TO NICKEL?

Editor, Gold and Dross:

Several months ago when Nickel was selling at around \$40 to \$45 I found advice everywhere practically unanimous that this was a good stock to buy for holding. Now it has gone down to around \$20 and I would like very much to find out what happened to this mine whether or not you consider the stock still to be a good hold.

—S. L., Montreal, Que.

Yes, I do. Several months ago copper was at 18 cents and International Nickel could hardly fill the flowing orders for nickel. Nickel has suffered with all the rest of the mines in the general depression and the stock will have its ups and downs in common with all companies which produce base metals. In Nickel you have one of the very greatest mining enterprises in the world. That is why it is regarded as good for a long view.

Several significant things have happened to Nickel in the past few months, apart from the price decline. One is its joining in with English and German metal producers to establish sales channels for its copper. Another is its acquisition of rolling mills and wire works in Canada, to get the Canadian business which has been going abroad. Another is the completion of refinery in Copper Cliff. Nickel, you will understand, is preparing to sell last stage manufactures of its principal products throughout the world.

The fact that the company was obliged to attempt further financing, having nearly exhausted its resources in expanding its facilities, at an inopportune time has made excellent ammunition for the bears. The day of the bears will not last. Any mining company with Nickel's ore wealth and complete facilities will survive to confound its critics.

MASSEY-HARRIS A FAIR SPECULATION

Editor, Gold and Dross:

I am interested in Massey Harris at its present price. What do you think of it? Your usual clear-cut opinion would be very welcome.

—D. T., Sorel, Que.

Thanks for the "clear-cut". Massey Harris interests me, too, when it can be bought as at present to yield around 11½%. Of course continuance of the dividend is not assured, but there seems to be at least a very fair prospect of its being maintained. In any case, suspension should not be long-lived.

Although a good many western farmers are pretty hard up just now, due to the unsatisfactory results of the 1929 crop, it should not be forgotten, as pointed out recently in "P.M.R.'s Column", that only some 31% of the company's sales are made in Canada, the company's products now being distributed throughout the world.

An important consideration, too, is the rapid growth in the use of machinery in agriculture, both here and in other countries. It seems reasonable to expect that many more farmers will decide that reduction of production costs is all-important if they are to get a satisfactory return on their investment and labor, and that the answer seems to lie in further mechanization of production methods.

I would suggest also that the current low price of the shares is due in large part to diminished public buying power and general lack of interest at this time in common stocks, rather than to conditions surrounding the company itself. It should not be overlooked that the company is exceptionally ably managed, and that it is well placed financially to come through the current depression in good shape.

Of course the stock is speculative, but, all things considered, it constitutes in my opinion a distinctly attractive speculation at around current market levels for anyone willing to accept whatever risk is involved.

SOME ATTRACTIVE COMMON STOCKS

Editor, Gold and Dross:

I have a fair amount of money coming in shortly from some stock which is being paid off and I would appreciate it very much if you would name for me a few stocks which you consider to be good buys to hold. I try to be an investor, not a speculator, and so I want you to be a consideration.

—E. R. A., Hamilton, Ont.

I presume that you already have a foundation of good sound bonds as I regard this as essential to any investment program. In common stocks I might suggest currently—realizing, of course, that all common stocks are speculative—Brazilian Traction currently selling at 38 to yield 5.26%; Canadian Cannery currently selling at 17 to yield 5.88%; Consumers Gas, a purely investment stock, currently selling at 180 to yield 5.56%; Dominion Stores at 20 to yield 6%; Loblaw Class "A" at 12 to yield 6.67%; Page Hersey Tubes at 85 to yield 5.88%; Service Stations "A" stock at 40 to yield 6.5%.

From this list I think you can make a selection which would be suitable for you. So far as can be determined at the present time, there appears to be no prospect of discontinuance of dividends by any of these companies and you have, with the exception of Consumers Gas, the prospect of appreciation as well as very satisfactory yield in the meantime.

ELECTRIC ELEVATOR AND PHOENIX

Editor, Gold and Dross:

A neighbor of mine is the owner of fifty of the class "A" shares of the Electric Elevator and Grain Company Limited. For quite a while he has been wanting me to take these over as part consideration in a deal for a house. I didn't take up the proposition because I read an item in "Gold and Dross" some time ago which said that Electric Elevator and Grain Company was in a bad way financially.

The reason I come to you now is that my neighbor says the company has been reorganized and that the shares will now be a perfectly good investment. Is this so, I put great faith in your judgment and would like to have your guidance in this matter.

—T. E., Montreal, Que.

I am glad to see that you follow the practice of investigating before you invest. Your neighbor is quite correct when he says that there has been a reorganization of the Electric Elevator and Grain Company Limited, but he certainly is not correct when he says that this makes his shares a "perfectly good investment".

While I believe that the new company, the Phoenix Elevator Company Limited, has very fair prospects for success, there will have to be actual proof of its ability to carry on successfully and earn a satisfactory return for shareholders over a period of time before its shares can be considered to merit the attention of investors. As the company's fiscal agents said themselves in announcing the

reorganization, owing to grave irregularities in the conduct of the affairs of Electric Elevator and Grain Company Limited it was found in January last that the company had current liabilities in excess of \$2,500,000, with current assets of less than \$600,000.

It is obvious that the original capital of the company had been very seriously impaired, and that the reorganized company will have to proceed very carefully if a sound business condition is to be achieved once more. I understand that the new company has sufficient working capital to enable it to function and that current revenues are more than sufficient to meet fixed charges. Thus there seems to be a reasonable basis for hope for the future.

But you should not overlook the fact that it will probably be a considerable time before the company's securities are re-established in public favor, and that there will be very little market for them in the meantime. For this reason I would not advise you to accept the interest in this company which your friend wants you to take on your house deal, unless it is offered you on an exceedingly attractive basis.

KIRKLAND LAKE GOLD

Editor, Gold and Dross:

I am holding quite a big block of Kirkland Lake Gold Mines stock and I am coming to you for some reliable information as to how things are coming along with this mine. Do you think the stock will ever be worth \$2 a share and can you tell me just what the immediate prospects are. I hear that they have pretty well solved their problems.

—T. J. D., Toronto, Ont.

While operations at Kirkland Lake Gold Mines have been along more successful lines lately, in that the company has found high grade ore at horizons between 3,675 and 4,000 feet, and has been able to develop a considerable length of it, it would be rash to say that the whole problem is solved and that highly profitable operations can be dated forward from this time. Conjecture as to a probable date when the stock would reach a valuation of \$2 would be rather futile.

Kirkland Lake Gold Mines is faced with a considerable expense, in order to establish milling facilities which would mean earnings of paramount interest to shareholders. Before mill additions or reconstruction would be entertained directors would have to carry on further exploratory and development work at depth. This work is proceeding at a fair rate of speed and in the meantime the mine is paying its way, probably accumulating a moderate profit. It could be said that the new finds rather saved the situation than greatly added to immediate attractiveness.

At the same time the property has possibilities and profitable operations can be conducted to the depths indicated. The stock is at a low point, with nearly all the rest of the gold stocks and any general improvement in market conditions should help it, always provided that the new ore stands up, that the management is able to enlarge the ore horizons and tonnages.

O. J. BROOKS AT WORK AGAIN

Editor, Gold and Dross:

As a reader and admirer of your paper for twenty-three years, I am coming to you for help in the belief that you can give me more help than anyone else. The matter is that of a friend of mine, a farmer, once bought some stock in a concern by the name of Brooks Steam Motors Limited, which never amounted to anything. My friend is now being asked to buy stock in a company called People's Holding Company, which was apparently promoted by the same people that promoted Brooks Steam Motors.

All sorts of claims are made regarding the big opportunity in this stock, in the way of profits from other companies whose stock is owned by People's Holding Company. As you have a nation-wide reputation for looking after innocent investors, I thought you would be the one to tell my friend what he had better do about buying this stock. We will both be very grateful indeed for anything you can do.

—C. J., Brandon, Man.

There is an old saying "Once bitten, twice shy." That surely ought to be the attitude of your friend when he is approached to buy stock of the People's Holding Company. It is true that this is another promotion by the same people, the O. J. Brooks crowd, and that fact alone is sufficient—or should be—to cause anybody of experience to give it a wide berth.

The only ventures promoted by O. J. Brooks that ever amounted to anything were those that managed, in the course of time, to free themselves from Brooks' control. The People's Holding Company is described as something in the nature of an investment trust, in that it is said to own and derive profits from its holdings in various corporations. However, I doubt if it has a sound security in the lot.

In my opinion the authorities should take immediate steps to prevent the Banking Service Corporation, O. J. Brooks' stock-selling concern, from selling such stuff in Canada. O. J. Brooks has taken quite enough money out of Canada as it is.

A DOUBTFUL BOND OFFERING

Editor, Gold and Dross:

What do you think of the First Mortgage Bonds of the Quebec Gas and Electric Corporation as a safe investment? I have received a prospectus which makes it look very attractive, and I am thinking of investing about \$800. Please say if you think this would be a conservative policy on my part.

—E. D., Huntingdon, Que.

Hardly conservative. When you think of buying first mortgage bonds, it is an excellent thing to consider just what the security may be behind them. In the case of the first mortgage bonds of the Quebec Gas and Electric Corporation, the security doesn't appear to be very strong. A bulletin which has just been issued by the Better Business Bureau of Montreal points out that the assets of the company consist of a franchise, a piece of land, a foundation of a building and a few miles of pipe much of which has been laid for thirty years.

The history of this proposition, the bureau's bulletin shows, dates back to 1901 when a concern called the Three Rivers Gas Company obtained a 99-year franchise from the City of Three Rivers. At that time the company was actually operating and supplying artificial gas to about 300 customers. About three years later natural gas was located in the district and some American interests got the idea of supplying natural gas to the city instead of the artificial gas.

With that idea in view they acquired control of the company, scrapped the gas plant and prepared to supply

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the requirements from a well which had been drilled some 18 miles from the city. The gas supply from the well failed after three months. That was in September, 1906, and the company went into liquidation. The American interests then formed a new company under the name of St. Lawrence Gas Company for the purpose of paying taxes on the franchise in order to keep it alive.

The franchise was next acquired by the Quebec Gas and Electric Corporation in 1927, who, in addition, secured a new and exclusive franchise on the understanding that a plant would be built and in a position to supply the citizens of Three Rivers by December 1st, 1928. The company became involved in litigation, and the time limit for commencement of the service was extended.

With that litigation now disposed of, the company recently entered into an underwriting arrangement for \$375,000 6% bonds with Le Pret Municipal Limitee, of Quebec. Some months ago J. A. Rose and Company sold a substantial proportion of the preferred stock with a bonus of common at \$125 per unit, of which the treasury received \$80.

It will be obvious to you, I am sure, that a purchase of the bonds at this stage of the company's development would be very dangerous. If the company were to go out of business tomorrow, what would the bondholders have? Apparently just a lien on a franchise, a piece of land, a foundation of a building and a few miles of old pipe. Wait until the company has a successful record of operation before you consider an investment in its securities.

POTPOURRI

W. S., Toronto, Ont. Because of the stable earnings and lack of wide fluctuations I think the common stock of the WILLIAM WRIGLEY JUNIOR COMPANY can be given a semi-investment rating. I think this stock is an attractive long term purchase at the present time for those to whom safety is a major consideration. The company's outstanding capitalization consists of 1,999,974 shares of no par value capital stock. Dividends are at the annual rate of \$4, payable 50 cents in March, June, September and December and 25 cents in each of the remaining months. The company's growth in earnings has been steady and consistent for a number of years and its sales and profits do not appear to be affected by business depression.

R. B., St. John, N.B. I have no hesitation in advising you against selling your GENERAL ELECTRIC common at the present time. This company's leadership in the most important lines of modern industrial development, its excellent financial position, conservative valuation of assets, and its large unreported earning power in subsidiary companies, serve, in my opinion, to make this common stock one of the outstanding investments of the present day. For the first quarter of the current year the company reported net income equal to 50c a common share, compared with 48c a year ago. Its sales for the period amounted to \$91,205,732 as against \$83,385,000 for the corresponding 1929 quarter, despite the absence of radio business from the 1930 figures. The company is the largest designer and manufacturer of electrical equipment, apparatus and appliances in the world, its present output representing about one quarter of the domestic sales of the entire industry. The company's research and engineering facilities make it a leader in all new developments in the electrical world.

D. S. D., Kitchener, Ont. I regard the common stock of the ROBERT MITCHELL COMPANY as excellent for holding at the present time. The company's plants are maintaining good activity and several important contracts are in hand. The stock, which is traded in on the Montreal Curb, pays a dividend of \$1 and has been selling recently around 21. Earnings per share last year were \$4.33. Incidentally the common stock constitutes the sole liability of the company in the hands of the public.

A. R., Toronto, Ont. I would not recommend that you dispose of your MONTREAL POWER, SHAWINIGAN, CITY DAIRY or INTERNATIONAL NICKEL at the present time. While Nickel's current prospects are somewhat clouded I think that higher prices for this stock are only a matter of

time. The others I regard as excellent common stock investments and think that over a period of years they should show you very satisfactory returns.

J. R., Goderich, Ont. Your 4 1/2% debenture maturing in 1961 is not guaranteed by the Canadian National Railways or by the Government, as has been stated in some quarters. These debentures are a charge upon the line of the TORONTO SUBURBAN RAILWAYS which operates between Toronto and Guelph, but the business available for this company has been substantially reduced as a result of competition by buses and trucks and the company for some time past has not been earning sufficient revenue to cover interest requirements on these debentures. Interest, however, has been paid regularly to date by the Canadian National Railways, which operates the property, and presumably will continue to be paid while operation is continued by the C.N.R. However, in the absence of any guarantee of continuance and in view of the unsatisfactory earnings situation, purchase of the debentures naturally involves acceptance of considerable risk.

S. B., East Windsor, Ont. I think that HIRAM WALKER-GOODERHAM & WORTS is a reasonable speculation at the present time. To be sure the company has suffered through the cutting off of a large proportion of its export business by the new Canadian regulations, but it is strongly entrenched in the domestic field, is branching out into other products and is also developing other markets for its distillery output. Current quotations are below the intrinsic value of the stock and I would not be surprised to see something of an upward move a bit later on.

W. S. W., Montreal, Que. I think that both STANDARD OF NEW JERSEY and STANDARD OF CALIFORNIA are current selling at prices which merit buying on the basis of probable 1930 returns as well as on the excellent long-term outlook. The oil companies have achieved a fair measure of success in controlling the output of crude petroleum and are now turning their attention to the problem of refinery overproduction. Should equal success be met with in this field the outlook will be distinctly brighter.

B. C., Galt, Ont. CANADIAN PAPERBOARD COMPANY is at the present time in liquidation. I understand that the plants are being maintained in operation but the outlook is somewhat confused for this industry at the present time. However, bondholders should not be entirely discouraged.

S. B., Regina, Sask. I regard WINNIPEG ELECTRIC common stock as a fair speculation at the present time for long-term holding. The company has recently been awarded a fare increase on its street railway lines which should do much to improve its revenue from this branch. In addition Manitoba Power, a subsidiary, has been reporting increasing earnings and particular interest attaches to the development of the Seven Sisters Falls by Northwestern Power, another subsidiary of Winnipeg Electric. I think that the parent company is favorably situated and should show good progress in the future.

L. D., Vancouver, B.C. While the common stock of STARRETT CORPORATION cannot be described as a seasoned security, nevertheless the recent decline in price makes it, in my opinion, an attractive long pull speculation. Starrett Corporation is a holding company and its subsidiaries are engaged in building construction and real estate investment. Of interest among its realty holdings is 58% of the common stock of Portly Wall Street Corporation, which owns the new 70 story Bank of the Manhattan Company Building, while among the thirty-six building operations commenced by the construction firms last year are the 85 story Empire State Building and the Metropolitan Life Insurance Company Building in New York, and the 40 story Carew Tower in Cincinnati. The company earned \$3.51 a share on its common stock during the year ended March 31st. In view of the large volume of work which the company has currently in hand it is estimated that earnings this year will reach \$4 a share. It is expected that dividends will be inaugurated on this common before the end of 1930 and the rate anticipated is \$2 per annum.

W. B., Dalhousie, N.B. Attractive bond issues include CALGARY POWER COMPANY LIMITED first mortgage 5% bonds, due to mature in 1960 and currently selling around 94 to yield 5.40%; the GATINEAU POWER COMPANY debentures, series "A", maturing in 1941 and currently selling around 99 1/2 to yield 6.06%; the ABITIBI POWER AND PAPER COMPANY first mortgage 5% bonds due 1953, selling to yield just 6%, and the DOMINION SQUARE CORPORATION 6% first mortgage bonds due 1948, selling to yield 6.32%. The Calgary Power, Gatineau Power and Abitibi Power issues are available in \$500 as well as \$1,000 denomination.

The Cinderella of Industries

(Continued from page 21)

Karl Homuth, of Preston, is opposing Hon. W. D. Euler, Minister of National Revenue, while in North Bruce, Mr. William Mitchell, of Kincardine, is opposing Hon. James Malcolm, Minister of Trade and Commerce. So far as I have seen, the textile industry as a whole has not given any public endorsement to the candidature of either of the gentlemen named. But if either, or both, of them were to secure election—and they have chosen sufficiently formidable ground for their respective fights, and not least in view of the fact that the two Ministers whom they are opposing are probably the most protectionist members of the Cabinet—the claims of the textile industry would not lack adequate and informed expression in Parliament.

In his exposition of the Dunning budget at Brantford on the 16th June, the Prime Minister of Canada seemed to align himself with those who hold that budgets should be directed not only towards the provision of revenue but also to the stimulation of trade. At the same time, it is incontrovertible that the Dunning budget gave nothing of what it had sought, in its repeated Ottawa pilgrimages, to the textile industry. In fact, throughout the last Parliament, there was no sign of any policy looking to the placing of that industry, whether in its wool, cotton, silk or artificial silk branches, on a basis of stability such as would enable it to meet, on reasonable terms, the external competition by which it is confronted. It might, indeed, well be argued that, on the contrary, certain things were done that have made the industry's difficult position, in some of its branches, more difficult still.

At that, it should, in fairness, be said that the inequalities of which the

industry complains are of long standing — though naturally their burden has been felt progressively — and that, while the Liberals may have added to them by Favored Nation treaties and so forth, the Conservatives, when in office, did little, if anything, to redress them. Opinion in the industry seems disposed, so far as one can collate it, to view the Conservative chieftain's pronouncements as constituting a forcible economic policy of the kind which will conduce, rapidly and decisively, to its interests. Only a hardened sceptic, as regards political promise, would want to dwell on the point that they do not always result in adequate performance. Suffice it to say that the industry will be in none the worse position if, when the next Parliament meets, and however electoral fortunes may have gone, there is some person, or persons, who can put its case for tariff revision intelligently and intelligibly in the House of Commons.

For it has a case and a strong one. For in one branch or another it has been caught between two fires, and for thirty years its difficulties have been piling up. On the one hand, it has borne the major part of the burden of the British Preference ever since the same was enacted, and recent Favored Nation treaties have intensified that kind of burden. On the other hand, there has been the adverse influence of Canadian contiguity to the great markets of the United States, where mass production has reached the highest peak of development, and which markets, so far as is feasible, utilize the Canadian domestic market as a highly convenient dumping-ground for their surplus stocks.

With unemployment in all lands reaching its present dimensions — though, fortunately, our unemployment

situation is not comparable (in proportion to population) with the distressing one in Great Britain or the very considerable one in the United States — an industry, such as the textile, that is subjected to external competition beyond all reason and almost beyond endurance, naturally feels the strain beyond most industries. There are today many thousands of Canadian textile workers who are either walking the streets jobless, or are trying (as regards those married) to maintain their families for seven days on wages earned for three or four days' work in a week. These people are capable workers and they would spend in Canada the wages that they can earn here. But jobs are denied them or else they can only receive as wages the relative pittance that part-time work affords.

It is all so unnecessary. For the year ending last March, the value of the textile manufacturers (cottons, woollens, silks and rayons) made by workers in other countries were imported into Canada and sold here was not far short of \$140,000,000. Small wonder that there is serious unemployment and part-time employment among the workers in our textile plants when the Canadian domestic market is absorbing goods made in other countries to this sort of tune.

The cotton branch of the industry is operating at under sixty per cent. of capacity — at the lowest point, alike as regards production and as regards profits, in many years. Mills in the province of Quebec are operating three and four days a week with reduced staffs, while more than 1,500 cotton workers are in the ranks of the unemployed. That is what the menacing competition from Lancashire on the one hand, and from the United States, on the other, is doing with our

(Continued on page 27)

C. P. R. —

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Concerning Insurance

Study Provisions of New Law Motorists, Insurance Agents and Even Pedestrians Should Be Familiar With Safety Responsibility Law

By GEORGE GILBERT

NOT only motorists and insurance agents, but also that important though dwindling section of the general public, now aptly referred to as "humble pedestrians," should make themselves acquainted with the provisions of the new Safety Responsibility Law of Ontario which comes into force on September 1st of this year.

Commendable and public-spirited efforts are being made by the insurance companies belonging to the Canadian Automobile Underwriters' Association to make the people of the Province familiar with the new law before it goes into effect, through the publication of advertisements in the newspapers and the distribution of folders and booklets containing concise summaries of the various requirements.

In the first place, it should be kept in mind that the object of the new law is to encourage safe and careful driving, to penalize reckless or careless drivers, and to afford better financial redress to those who are injured in motor accidents through no fault of their own.

While the law applies to owners and operators of all automobiles, motor trucks, trailers, motor-cycles and tractors, within the Province, penalties are applied only to those who bring themselves under the law by committing any of the following offences in Ontario or any other Province of Canada, or in any State of the United States:

1. Reckless driving, if any injury occurs to any person or property in connection therewith;
2. Racing on a highway, as the law says that no person shall drive a motor vehicle upon a highway in a race or on a bet or wager;
3. Exceeding the speed limit as fixed by law, if any injury to person or property occurs in connection therewith;
4. Failing to remain at or return to the scene of an accident, as the law requires every person in charge of a vehicle who is directly or indirectly a party to an accident to remain at or return to scene of accident, and render all possible assistance, and give in writing upon request to any one sustaining loss or injury or to any police constable or highway officer or to any witness, his name and address, and also the name and address of the owner of the vehicle and the number of the permit, if any;
5. Driving a motor vehicle without a driver's license;
6. Any criminal offence involving the use of a motor vehicle, which includes any conviction for driving a motor car while intoxicated;
7. Any offence against public safety on highways which may be designated by the Lieutenant-Governor of Ontario in Council.

When a person has brought himself under the operation of the law by any of these offences, or by failure to pay any final judgment against him in Ontario or any Province of Canada for damages caused to any person to the limit of \$5,000 for one person and \$10,000 if two or more persons have been injured, or to property of another in excess of \$100 and up to \$1,000, arising out of a motor accident, his operator's license and motor vehicle permit will be suspended until the judgment has been satisfied and proof of financial responsibility has been given for the future. The suspension of an owner's permit will apply to all cars owned by the offender, and proof of financial responsibility must be continued for three years.

Proof of financial responsibility may be furnished in any one of the following forms:

1. By filing the certificate of an authorized insurance company that it has issued a motor vehicle liability policy or policies to the person indicated, with liability up to \$5,000 for injury to one person, or \$10,000 for injuries to two or more persons (exclusive of interests and costs) and \$1,000 for damage to property of others (exclusive of interest and costs);
2. By filing the bond of an authorized guarantee or surety company;
3. By filing a bond with personal sureties approved by a County Judge;
4. By the deposit with the Provincial Treasurer of money or securities approved by him in the amount of \$11,000 for each motor vehicle registered in his name, accompanied by evidence that there are no unsatisfied executions against him registered in the office of the sheriff for the city, county or district in which he resides.

A very important feature of the new law is that the insurance required under it is made incontestable, so that the insurance company must pay the damages to the person or persons injured up to the limits stated, whether the owner or driver to whom the policy was issued has violated the terms of the policy or not. Where the terms of the policy have been violated to an extent which would otherwise relieve the insurance company from liability, it may by a provision in the policy have the right of action against its policyholder for recovery of the damages so paid on his behalf.

Cosmopolitan Fire Enters Canada

ON June 20th a Dominion license was issued to the Cosmopolitan Fire Insurance Company, authorizing it to transact in Canada the business of fire insurance, sprinkler leakage insurance, tornado insurance and insurance against damage to property of any kind caused by the explosion of natural or other gas. Mr. Herbert Begg, of Shaw & Begg, Limited, Toronto, has been appointed the company's Canadian Chief Agent.

Lutheran Aid Association Licensed in Canada

A DOMINION license has been issued to the Aid Association for Lutherans, authorizing it to transact in Canada the business of Life Insurance, Disability Insurance and Sickness Insurance, to the extent authorized by its Articles of Incorporation, Constitution and Laws. Mr. Ernest Hahn, Toronto, has been appointed the Society's Canadian Chief Agent.



MANAGES TORONTO OFFICE

Warren L. Gray, who was recently appointed manager of the Capital Trust Corporation's Toronto Office.

Group Auto Insurance for Dominion Government Employees

FOLLOWING the ruling of the Deputy Minister of Justice that civil servants, whose official duties require them to drive motor cars owned or rented by the Government, are liable for any accident which may happen to their cars, the executive of the Professional Institute of the Civil Service of Canada has made arrangements with the Zurich General Accident and Liability Insurance Company, Limited, with Canadian head office at Toronto, for a policy of group automobile insurance to protect such Government employees.

In order to obtain this group insurance, it is required that 400 members of the Civil Service throughout the Dominion shall enter the group, and the offer of this attractive and low premium insurance cover has been extended to members of every branch of the Service whose duties require them to operate a motor driven vehicle. As there are over 1,000 such vehicles owned or leased by the Government, there should be no difficulty in reaching the minimum required for the group policy.

The benefits and the premium rates offered by the Zurich under this group plan are as follows:

For an annual premium of \$11 per man, protection against all public liability claims, with a limit of \$5,000 for any accident to any one person, or \$10,000 for two or more persons, and against property damage claims up to a limit of \$1,000. For \$13 per annum, the same protection, but with a limit of \$10,000 for any one person, and \$20,000 for two or more persons, with the limit for property damage, \$2,000. For an additional \$4 per annum, the company will include personal accident insurance for the driver, protecting him while driving, operating, riding in or on, cranking or adjusting any automobile; or in consequence of being struck down, or run over by any automobile; or injuries caused by burning or explosion of any automobile. The benefits payable are: \$25 per week for total disability for 30 weeks; \$25 per week for hospital charge for 5 weeks; \$25 fee for physician's services, and for loss of life, both hands, or both eyes, \$1,000 will be paid in addition to above benefits. The plan is to be effective from October 1st next. Credit is due the New Legislation Committee of the Institute, of which Mr. Fred Cook is chairman, for obtaining such attractive terms for automobile insurance cover for Civil Servants under this group scheme.

INSURANCE INQUIRIES

Editor, Concerning Insurance:
Please let me know if the National Union Fire Insurance Co. and National Union Indemnity Company of Pittsburgh, Pa., are licensed in Canada, and if they are safe to insure with.
—G. G., Amherstburg, Ont.

National Union Fire Insurance Company of Pittsburgh, Pa., has been in business since 1901, and has been operating in Canada under Dominion license since 1911. It has a deposit of \$320,220 with the Dominion Government for the protection of Canadian policyholders, and maintains a substantial surplus in this country of assets over liabilities. Its head office statement shows total admitted assets at the end of 1928 of \$20,252,856.23, and a surplus as regards policyholders of \$6,796,145.29. The paid up capital was \$4,000,000, so there was a net surplus of \$2,796,145.29 over paid up capital and all liabilities. The financial position is sound, and the company is safe to insure with.

National Union Indemnity Company was incorporated in 1925, and has been doing business in Canada

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—Photo by "Who's Who in Canada."

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under Dominion license since 1928. It has a Government deposit of \$160,000 for the protection of Canadian policyholders and has a large surplus of assets in Canada over liabilities here. Its head office statement shows total admitted assets at the end of 1928 of \$3,085,009.82, and a surplus as regards policyholders of \$1,205,432.94. The paid-up capital was \$1,000,000 so there was a net surplus of \$205,432.94 over capital and all liabilities. The financial position is sound, and the company is safe to insure with.

Editor, Concerning Insurance:
Will you kindly advise me if the Home Insurance Co., with head offices, I believe, at Calgary, is a sound company to insure with.

—F. H. S., Kelowna, B.C.
Home Assurance Company of Canada, with head office at Calgary, operates under an Alberta charter, and has been in business since 1923.

At the end of 1928, the latest date for which Government figures are available, its total admitted assets were \$110,020.26, while its total liabilities except capital amounted to \$21,762.63, showing a surplus as regards policyholders of \$88,257.63. The paid up capital was \$60,582.00, so there was a net surplus over paid up capital and all liabilities of \$27,675.63.

Accordingly the financial position is shown to be sound, and the company is safe to insure with.

In 1928 its net earned premiums were \$86,695.36, and the company showed an underwriting profit of \$6,558.31, so that it is making some money on the business transacted.

Editor, Concerning Insurance:
Will you kindly advise me if the Continental Casualty Company of Calgary and Toronto is a safe company with which to carry sickness and accident insurance.

—B. L., Whitewood, Sask.

Continental Casualty Company, with Canadian head office at Toronto and branch at Calgary, is regularly licensed to do business in Canada, and has a deposit with the Dominion Government of \$488,627 for the protection of Canadian policyholders.

It was incorporated in 1897, and has been doing business in Canada



CANADA LIFE DIRECTOR

W. N. Tilley, K.C., eminent Canadian barrister, who has been elected a member of the Board of Directors of the Canada Life Assurance Company, Mr. Tilley, who, in addition to being a member of the board of the Canada Life, whose business in force now exceeds one billion dollars, is a director of the Canadian Pacific Railway and the Bank of Montreal, and was this year honored by being elected Treasurer of the Law Society of Upper Canada.

since 1917. It is authorized to transact in this country accident, automobile (excluding fire), burglary, plate glass and sickness insurance.

It is in a strong financial position, and safe to insure with.

Editor, Concerning Insurance:
Will you give me your opinion regarding the Confederation Life Association, its standing and whether it, in your opinion, would be a safe company in which to invest a considerable amount for a pension insurance policy.

E. M. E., Yarmouth, N.S.
Confederation Life Association is one of our old-established and sound life companies, and if you took out a pension policy with it you would be making no mistake.

It has been in business since 1871, and at the end of 1929 its total assets were \$74,448,673, while the surplus funds available at date for future distribution were \$7,972,317.

The company occupies a strong financial position, and enjoys a high standing wherever it transacts business.

Canada Mobilizes!

(Continued from page 21)

Count 'em—23,989,900! These figures represent the acreage of wheat on the prairies—the total. Last year it was 23,997,800 but what the acreage loses, slightly, in wheat it gains in the coarse grains for there are 8,580,400 acres of oats as compared with 8,384,700 last year, 3,426,800 of barley as compared with 3,371,600 in 1929 and in excess of a million of rye and flax as compared with some 900,000 acres of the same last year.

Under present conditions the estimate is 350,000,000 to 400,000,000 bushels of wheat to be harvested and a similar quantity of coarse grains. This means some three hundred millions of wheat to be exported and an exportable surplus of probably 150,000,000 of coarse grains.

Anyway, these figures are the basis of the colossal preparations of the banks and railways for the movement and marketing of the grain. They prepare for the maximum always as it is more economical to have a little more cash for the great adventure than too little and a few more cars and engines than the farmers and other adjuncts of the grain industry require in the pinch than a shortage.

In the old days when the country elevators, of which there are 5,000 scattered over the prairies, with a capacity of 15,000 bushels and machinery moved by horse power only, the transportation problem was difficult enough, that is, if the grain flow was to continue evenly over uninterrupted routes until navigation closed the lakes.

But today, it is the most puzzling problem transportation interests have to solve. The skill and equipment and energy necessary, in the days when the harvest and movement to the elevator was what would be termed primitive as compared with the mechanics of today in the harvest fields and at the terminals, to get the grain to the lake head on record time was no mean problem. Today it is almost an overwhelming undertaking in the mechanics of transportation. Nothing but intense efficiency and vast resources in equipment and experienced men on the part of the railways could possibly handle the terrific thrust of this modern phase of agrarian industry.

In other days a four-horse team hauled 300 bushels to the elevator over poor roads, a distance of (average) seven miles, every five hours. Today a gasoline motor truck hauls a thousand bushels over smooth highways the same distance every hour of the day and night, for the field work in the west (after the harvest begins) not infrequently continues 24 hours at the peak of the movement.

Then too in other days a self binder

cut the grain, it was "stooked" and left to dry and a month or so later, the threshing began. It was a deliberate process and the banks and railway men had less difficulty keeping track of the movement and supplying the needs.

But today, huh! A machine starts in the field as soon as the dew is off the grain. It cuts and threshes in one operation and the truck line starts to the station the same hour. If the elevators are full and no cars on the siding the loss is considerable for the operation of unloading under those circumstances and delay in other details rapidly eats up the profit of the farmer and the grain trade makes a noise like a sixteen-inch shell going somewhere. It simply isn't done.

It's up to the railways and that's all there is about it. This is especially the source of annoyance and heavy loss if the market happens to be attractive as harvest begins. Every farmer knows that first prices, as a rule, at the opening are the highest, or, at least, as the rush gets under way the tendency of buyers is to lower price levels—if they can.

So the average farmer thinks the corporation influence is directed wholly at his ruin if he can't get cars or elevator space when his truck line starts to function.

There were times in the fall of 1928 when some farmers had to pile their wheat in the open on the ground. There were not many such instances but enough to cause serious complaints and some very heavy individual losses. It is some times a practical impossibility to get sufficient empties on the "spot" over night but the railways come so near accomplishing the impossible in the facilities they supply and the speed with which they get the grain over the road after it is taken off the land that the failure here and there is scarcely to be taken as lack of foresight or shortage of equipment. It "just happens", though, rarely, but when it does the man or men whose grain goes into a pile on the ground loses heavily—and there is no recourse.

That is the reason for the "car order book" at stations where those requiring cars are supposed to get their names on the list as early as possible, giving the day they will begin to load. Some times even then there is congestion and complaints of favoritism but again, the majority of the railway station agents are considered as being so impartial and so anxious to please all that this phase of the Board of Railway Commission's requirements is not resorted to. "Leave it to the agent", is the slogan in the majority of cases and the task is no pink tea affair.

But one fourth of the wheat moved
(Continued on page 28)

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THAT the distant reader may more truly see the wonders of our province. . . .

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So said officials of the Ontario Government Tourist and Publicity Bureau when we began to plan their booklet for 1930.

In keeping with their wish, the book "Spend Your Vacation in ONTARIO", now being distributed, is filled with a great variety of photographs which thrill the eye and heart of the holiday-seeker with pleasure and anticipation. The booklet has been widely commended as the best ever prepared for the Bureau.

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Can Falling Prices Be Halted?

Control of Monetary Factor Easiest of Achievement—The Great Opportunity for the Bank of International Settlements

By Sir Charles Addis, K.C.M.G.

Vice-Chairman of the B. I. S. and a Director of the Bank of England

I SHALL be disappointed if the Bank for International Settlements fails to be administered in such a spirit as to demonstrate to the world that its primary function is not to make profits, but, by the substitution of co-operation for competition in international affairs, to prove, what is indeed the truth, that no nation, any more than an individual, can live to itself alone, that the comity of nations means nothing if it does not mean a common family in which when one member suffers all the others suffer with it.

For such an adventure surely the time is ripe. For in truth the world of finance is out of joint. I remember at the Genoa Conference in 1922, when a resolution was passed stating that those countries would deserve well of the world who decided to adopt the gold exchange standard at about the level of prices then current. The resolution was adopted unanimously, but not before the French and then the Italian delegates rose to their feet and declared that nothing but a return to the pre-war parity would satisfy the prestige of their respective countries.

Well, the whirligig of time has brought about its revenges. But old prejudices are hard to eradicate. Gold has been generally withdrawn from circulation, but the countries which were driven by the logic of events to adopt the gold exchange standard, had no sooner stabilized their currencies than they set about converting their foreign devises into gold and drawing the gold back into their vaults.

The scramble for gold has been a potent factor in the appreciation of gold, or what is the same thing, the downward trend of prices, which has become a serious menace, and, if allowed to go on unheeded, must inevitably check enterprise and retard economic recovery.

I admit, of course, that the relative advantage of low prices for an industrial country like Great Britain is an arguable proposition. But the argument is not really relevant to the present issue. What we are suffering

from now is not low prices but falling prices. It is not the low level, but the persistent fall which is crippling industry and taking the heart out of the business pioneer.

During the last five years prices have fallen by 25 per cent., and of a check to the fall there is as yet little sign. Indeed, the rate of decline last year was higher than in any of the preceding years under review. Various explanations have been advanced to account for this untoward phenomenon, and no doubt several casual agencies have been at work. But it is indisputable that one of them is the monetary factor, and it is with this particular cause that Central Banks are directly concerned.

In so far as the persistent fall in prices is due to monetary causes, to some maladjustment of the international monetary machine for whose efficient working the Central Banks are responsible, it will not avail them to plead that other causes are at work for which they are not responsible.

There has been so much confusion of thought on this subject, on the extent to which banks can stabilize prices, or, to make use of the phraseology of the famous Genoa resolution of 1922, "prevent undue fluctuations in the value of gold," that I may be permitted a slight digression in order to indicate what was in the Committee's mind on this point.

Price, of course, is a variable of two functions, supply and demand. Now, I am far from asserting that the monetary factor is always the dominating factor, or from denying that there are other than monetary causes at work which may at times render the Banks powerless to affect materially the course of prices. But I do assert that the monetary factor, even if not always dominant, is always present, and, for good or ill, has to be dealt with.

It is not a question of choice. You cannot leave it alone. Consciously or unconsciously money is always being managed, and to say that you cannot

do much to control it is no excuse for doing nothing at all. It is unwise to neglect forces, the strength of which you are unable to measure. The power of Central Banks in co-operation, on the scale contemplated in the formation of the Bank for International Settlements, has never yet been put to the test.

The problem can be simply stated. It is how to adjust the supply of monetary gold to the demand in such a way as to maintain the value of gold at an approximately stable level.

Now, on the side of supply we know, through the researches of Mr. Kitchen, that the total stock was increased by the production of new gold at the rate of 3 per cent. per annum for a period of over half-a-century, from 1851 to 1907. And, since the value of an ounce of gold was the same in 1907 as in 1851, it follows that the demand for gold must also have increased during that period by 3 per cent.

It is not, of course, certain, but it is exceedingly unlikely that this rate of increase in the supply of gold can be maintained. A mine is a wasting asset. The life of the average gold mine is about twenty years, and it would be foolish to trust to a repetition of the great gold discoveries of the '50's in California, or in Australia and Canada in the '90's.

It is more difficult to set a limit to the progress of scientific discovery, but it is now possible by the cyanide process to extract something like 97 per cent. of pure gold from the ore, so that, unless we light upon the philosopher's stone, the hope of accomplishing by any application of science a material increase in the annual production of gold would appear to be remote.

On the demand side the rate of increase has been shown to coincide with that of the supply of gold at about 3 per cent. per annum. This, of course, may be a mere coincidence, but it seems difficult to dissociate some rise in demand from an increase in world population.

The conclusion is inevitable. Given a decreasing supply of gold and an increasing, or even stationary demand, then prices must continue to fall with all the consequences to trade and unemployment which they may involve.

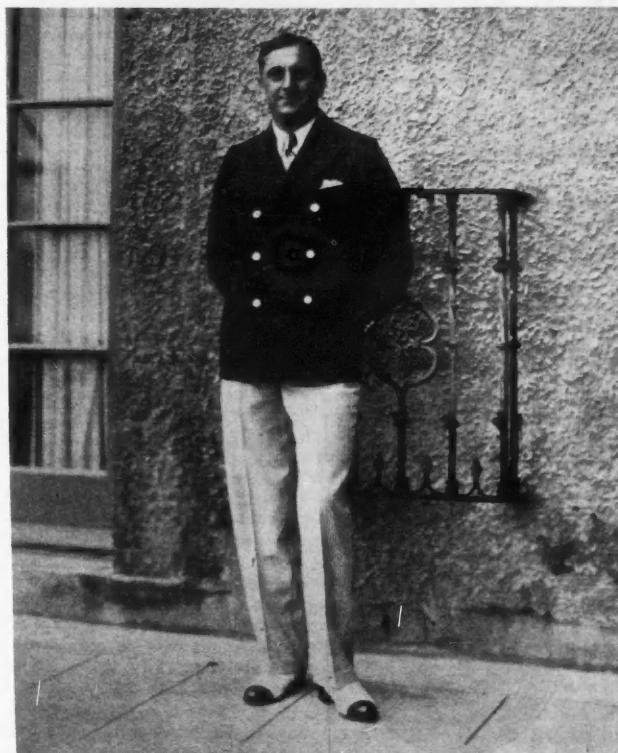
What then is to be done? Obviously we must economize in the use of gold. And here the Bank for International Settlements can come to the help of the Central Banks. It can hold balances, as reserves for their note issues or deposit liabilities, which may be regarded as the equivalent of gold, since it is only in gold currencies that the Bank will deal. It is for that reason that the Bank is not required to hold any gold reserve of its own. It has no currency of its own to protect and its deposits will in fact be covered not by forty or fifty, but by a hundred per cent. of more or liquid assets.

The Bank has no power of note issue, and can only redistribute existing credit. It cannot by itself create credit, but it can do so through Central Banks. It may be objected that this may lead to inflation, but, after the powerful dose of deflation from which we are still suffering, there is no need for any one to be alarmed into a panic if a moderate dose of temporary inflation should be applied by the Board, by way of what the doctors used to call an alternative. We need have no fear that there is any danger of inflation being carried too far in the hands of the Governors of the Central Banks on the Board of the Bank for International Settlements.

Current Quotations on Unlisted Stocks

(Supplied by A. J. Pattison Jr. & Co., Ltd.)

INDUSTRIAL STOCKS			BID	ASK
Brandram Henderson Com.			29.00	34.00
B.C. Pulp & Paper Pref.			67.00	71.00
Canada Biscuit Pref.				26.00
Canada Machinery Pref.			32.00	
Can. Industries Com. "B"			125.00	150.00
Can. Westinghouse			87.50	18.00
Copeland Flour Mills Pref.			13.00	18.00
Dom. Foundries & Steel Pref.			70.00	78.00
Dom. Sugar Com.			18.00	22.00
General Steel Wares 7½ Pref.			16.00	18.00
Goderich Elevator & Transit			71.00	
Inter-City Baking Com.			49.00	53.00
King Edward Hotel "A" 8½			39.00	43.00
Mansey Harris Pref.			68.00	
Mount Royal Hotel 6½ Pref.			39.00	43.00
Provincial Paper Pref.			91.00	
Securities Holding Pfd. Bonus			22.00	28.00
Toronto Brick Pref.			68.00	
Toronto Carpet Com.			120.00	165.00
Willards Chocolates Pref.			67.00	73.00
TRUST AND LOAN STOCKS			BID	ASK
Can. Gen. Investments 2nd			10.00	13.00
Chartered Trust & Executor			102.00	107.00
Commercial Finance Pref.			65.00	
Guelph & Ont. Loan Par \$50			61.00	
Midland Loan & Savings			18.00	23.00
Mortgage Discount Pref.			4.75	5.50
Peoples Loan & Savings			86.00	91.00
Security Loan & Savings			115.00	130.00
Traders Finance "A" Pref.			81.00	87.00
Trusts & Guarantee			93.00	96.00



TRADE ENVOY VISITS IN QUEBEC
A recent visitor to the Manoir Richelieu, Murray Bay, Quebec, was Frederic Hudd, Canadian Government Trade Commissioner in New York City. The work of Canada's Trade Commissioners abroad has become increasingly valuable and recent suggestions as to increasing the scope of the service have been received with favor by Canadian business men throughout the country.
—Photo Courtesy Canada Steamship Lines.

Gold Takes New Importance Low Prices of Other Metals Responsible — Canada's Output May Exceed That of U. S.

By ARTHUR BUISSON
Department of Mines, Ottawa

THE present low prices of some of the metals, such as copper, lead, zinc and silver, will no doubt lead to greater interest being taken in the Canadian gold mining industry.

During the last twenty years, owing to the discovery and successful exploitation of the Porcupine and Kirkland Lake gold fields of northern Ontario, there has been a steady increase in production. New plant construction and extensions now under way promise a further increase in 1930.

In the Porcupine area, Hollinger is showing improvement both in grade of ore and in tonnage treated, the latter being approximately 4,650 tons daily in March. McIntyre appears to have met with much success in the development of its new lower levels and is running its old mill at 1,500 tons daily. It is understood that the company is considering the erection of a new mill with a capacity of 2,000 to 2,500 tons daily. Dome's 1500-ton mill was destroyed by fire last autumn and a new plant of the same capacity is at present under construction. Vipond is meeting with continued success and is gradually increasing its output, while at the Conlaureum property an intensive campaign of underground exploration is in progress.

In the Kirkland Lake area, Lake Shore has under way a large program of development, construction and expansion, which is expected to be completed by July and includes increasing the milling capacity from 1,300 to 2,000 tons daily. The extensive development program laid out for Teck-Hughes a few years ago has advanced considerably. Connections between the two main shafts should be com-

pleted at the 25th level about mid-summer. Ore of good grade has been opened up on all the new levels but as yet only a limited amount of work has been done below the 21st level. Teck-Hughes has started the construction of a new 350-ton unit, which will increase the milling capacity to a total of 1,250 tons per day.

Kirkland Lake Gold, which has the distinction of having the deepest shaft (4,100 feet) in Canada, has recently opened up some high grade ore on the 3,875-foot level and is proceeding with development on the 4,000-foot level. Conditions at Wright-Hargreaves have been improving gradually during the past year and the mill will probably soon be operating again at its full capacity of 750 tons daily. The new 500-ton mill of the Howey mine in the Red Lake area of western Ontario should add to Ontario's production.

The completion of the vast construction program of the International Nickel Company at Sudbury should bring about a substantial increase in gold production. Here the gold is recovered from the treatment of the Sudbury nickel-copper ores.

The Noranda mine in western Quebec was an important producer of gold in 1929 and a substantial increase in production in 1930 is expected from this source, as important discoveries of high grade gold ore have recently been made on the 8th and 9th levels.

There is a possibility that the Canadian production of gold in 1930 may exceed that of the United States and that Canada may thus take second place among world producers. The Canadian output in 1929 amounted to 327,295 ounces valued at \$39,840,721.

New High Production Record for June

\$7,226,860
New Insurance Issued

Greatest Month's Production in history of Company

New High Production Record For First Six Months of 1930

Largest Volume of New Insurance
as compared with any corresponding
period in history of the Company

**45%
Gain**

In New Insurance Issued in
Canada in First Six Months
of 1930, as compared with
corresponding period of 1929

**45%
Gain**

Total Insurance in Force 30th June, 1930

\$358,745,713

Policies to meet every individual insurance need
Excellent Profits to Policyholders
Investments in Highest Classes of Securities
Strength, Stability, since 1871

Confederation Life

Head Office

Association

Toronto, Canada

New U.S. Tariff On Trial

Measure Undoubtedly Unpopular But Removal of Uncertainty Steadies Business

THE revision of the U.S. customs tariff upon which the Congress has been engaged for approximately one and a half years is completed, and the new measure has become law. Not a few Americans have disapproved of it so heartily that they hoped the President might veto it, but as the government is organized and considering the relations between the Chief Executive and the political party which shares with him the responsibility of power, this could be hardly expected. President Cleveland, faced with a tariff bill radically different from his recommendations, met the dilemma by permitting it to become a law without acting upon it.

The law unquestionably is unpopular, says the National City Bank of New York, for nearly everybody who has given any attention to it either has failed to get into it all that he wanted or is displeased over some of the contents. Nevertheless, the Bank believes, the law itself is not so bad as the experience of getting the revision. For nearly a year and a half hearings, proposals and arguments on the subject have figured in the news of the world.

Not only have many industries and lines of trade been in a state of suspense but industries and trade of many countries have been deeply involved. The employment and livelihood of thousands of workers have seemed to be dependent upon the terms of the bill. Every disturbing proposal has not been enacted, but naturally the worst have had the greatest publicity, and the effects of that publicity have made an impression more or less lasting, even though many of the objectionable proposals were eliminated.

Almost every country of any importance in trade has been aroused to the point of making representations, either officially or through trade bodies, concerning features of the measure which were thought to threaten harm to its industries.

The full effects of the new tariff on American industry and foreign trade of course cannot be measured with accuracy until it has been in operation for a reasonable period of time under more nearly normal economic conditions than prevail throughout the world at present.

In its final form the bill is not so bad as may be popularly supposed, and the important fact to the public at large is that the uncertainty has now been settled, for the time being at least and perhaps for several years. Unquestionably this was preferable to having the present bill blocked and then having Congress again start in at the beginning of the long drawn out and disturbing process of drafting another bill.

There was a fairly general increase in rates, and duties on certain commodities were marked up to levels

that may be excessive and unwarranted, but on the other hand a very considerable portion of the hundreds of increases are inconsequential for the reason that only negligible amounts of such goods are imported.

Because the Act is highly complex, it is difficult to analyze the increase in effective duties for imports as a whole, but the Tariff Commission has made a preliminary estimate that the average duty on all imports will be approximately 16 per cent. This is moderately higher than the former Act of 1922 but lower than the rates in effect before 1913 and going back to 1890. Following are the Tariff Commission's calculations of average duties collected on all imports under the various tariff acts during the past forty years, together with the estimated proportion of imports that come in free of duty.

ESTIMATED DUTIES ON ALL IMPORTS AND PROPORTION OF FREE IMPORTS UNDER AMERICAN TARIFFS ACTS, 1890-1930			
Date Enacted	Average Duty on All Imports Per Cent	Average Imports Free of Duty Per Cent	Average Duty on All Imports Per Cent
McKinley Tariff Act	1890	23.0	52.4
Wilson-Gorman Tariff	1894	20.9	49.4
Dingley Tariff Act	1897	25.8	45.2
Payne-Aldrich Tariff	1907	19.3	52.5
Underwood Tariff Act	1913	6-14.8	60-73
Fordney-McCumber Tariff	1922	13.8	63.8
Hawley-Smoot Tariff	1930	16.0	61-63

*Relative amounts disturbed by war conditions.

The Tariff Commission further states that the increases have been largely directed to the interest of the farmer, and that 93.7 per cent of the increases are upon products of agricultural origin measured in value, as distinguished from 6.3 per cent upon commodities of strictly non-agricultural origin. The average rate upon agricultural raw materials is said to represent an increase from 38.1 to 48.9 per cent in contrast to an increase from 31.0 to 34.3 per cent on dutiable articles of strictly other than agricultural origin.

If, after the importers and exporters of the United States and foreign countries have operated under the new schedules for a time, it is found that certain items are too far out of

line, the Act itself through the "flexibility clause" provides a method by which the President and the Tariff Commission may correct such rates.

Entitled "An Act to Provide Revenue, to Regulate Commerce with Foreign Countries, to Encourage the Industries of the United States, to Protect American Labor and for Other Purposes," it is apparently the best, says the Bank, that could be enacted under the circumstances and business may be expected to put forth its best efforts to win and hold world markets under the new bill as it has done under the old. It would be unwise to minimize the possible unfavorable effects of foreign agitation, reprisals, etc., yet it may be reassuring to remember that, even in the past, foreign customers have not bought imported goods from the U.S. or any other country because of pa-

triotic reasons but because the goods were better than could be procured elsewhere, or were cheaper, or because credits were available for financing such purchases.

Ottawa's New Treasurer

Dominion Capital Selects Expert From Federal Service to Reorganize City's Fiscal System

AMONG recent interesting developments in civic circles in the Capital, was the appointment of George Percy Gordon, of the Finance Department of the Dominion Government, as commissioner of finance and city treasurer for the city of Ottawa, at an initial salary of \$8,000 yearly, with a maximum of \$10,000. Mr. Gordon will be assuming office as soon as a successor is found for him in the Dominion Finance Department.

Mr. Gordon succeeds H. L. Corbett, former city treasurer of Ottawa, who resigned following recent disclosures showing defalcations by employees in his department. Instead of being named city treasurer Mr. Gordon has been named commissioner of finance, and he will be entrusted with the responsibility of reorganizing Ottawa's financial system, and introducing whatever new methods he considers necessary. He has been given an absolutely free hand. Former treasurer Corbett, was paid \$4,800.

Only 45 years of age, and the father of seven sons, Mr. Gordon has had a lengthy and successful career already in financial affairs. His father is assistant provincial treasurer for the province of Nova Scotia, and a former comptroller of the British Empire Steel Corporation. The late Rt. Hon. W. S. Fielding was responsible for bringing Mr. Gordon to Ottawa in 1922 when the Department of Finance was to be reorganized, he being one of two



WILL SET HOUSE IN ORDER

Following some unfortunate experiences in the administration of its financial affairs the City of Ottawa has recently appointed George Percy Gordon as Commissioner of Finance. Mr. Gordon, who has a notable record in the Finance Department of the Dominion Government to which service he was introduced by the late Rt. Hon. W. S. Fielding, will be given a free hand in the introduction of whatever financial methods he considers necessary.

men coming to the Department to undertake special work in this reorganization. Although this reorganization was not completed, Mr. Gordon was retained to do special work in the department.

Before coming to Ottawa Mr. Gordon was comptroller of the International Coal Mining Company at Westville, N.S.

He instituted a very successful system of internal audit with this company, so efficient that during the whole eight years as comptroller, the company's auditors never found a single error of a single misplaced cent. Four years prior to his acceptance of the Westville post, Mr. Gordon was on the staff of the Dominion Steel Corporation in Sydney, N.S.

Mr. Gordon has been a resident of Canada for more than 21 years. He is a graduate of St. Andrew's University, Edinburgh, Scotland, having the degree of Master of Arts. He has carried out extensive accounting reorganization and auditing work in the Federal Department of Finance but his real reputation was established by a long and private investigation which finally resulted in the arrest of G. W. Hyndman, former assistant deputy finance minister, on charges of embezzlement over a term of years, and who was later convicted and sentenced to Portsmouth penitentiary. In 1922, Mr. Gordon had charge of the flotation of the Dominion Government's renewal loan of \$114,000,000.

His salary with the Department of

Finance was \$4,000 yearly, but as Commissioner of Finance for the city of Ottawa he will receive \$8,000 to start, with increases of \$500 a year until his maximum of \$10,000 is reached. Since coming to Ottawa, Mr. Gordon has been a resident of Highland Park, a suburb. His hobbies are horticulture and philately, he being secretary of the Ottawa Philatelic Society. He is a member of the United Church.

His scholastic career includes the winning of two bursaries in the higher grade school in Leven, Scotland, and winning the Dux scholarship in his final year. At the University of St. Andrew's, which he subsequently attended, he won two more scholarships, being prize man in political economy. He particularly distinguished himself in languages, attaining both ordinary and honors classes in French and German. He received a splendid training in the theory of accounting in Edinburgh, Scotland, in one of the largest commercial colleges in Britain, where he secured a first class certificate. In 1908, when holidaying in Canada, he met the late James Ross, president of the Dominion Coal Company, and a director of several big corporations, who prevailed upon him to join his organization.

Mr. Gordon leaves the Government service with a magnificent record and his selection for the city post was made only after a long and careful enquiry into the applications of several score other applicants.

The Cinderella of Industries

(Continued from Page 23)

cotton mills owing to the inadequacy of the protection accorded the latter—an inadequacy accentuated by the revision of the Canadian cotton tariff schedule a couple of years ago.

With the woollen and knit goods branch—at any rate, as regards some divisions of it—things are even worse. For the twelve months ending last March, 20,000,000 pairs of socks and stockings and \$22,000,000 worth of woollen and worsted cloth, made by workers in other lands, were shipped into and sold in Canada. There are men's socks made in Japan being sold in Canada to-day at eighty cents per dozen pairs wholesale and, in some cases, ten pairs for a dollar retail. The girls working on the knitting machines producing these socks in Japan are paid twelve cents a day. How is the Canadian manufacturer, whose workers are accustomed to a high standard of wages and living, to meet competition of this sort unless he receives a measure of protection a good deal more effective to safeguard those workers' jobs? The woollen manufacturing industry is operating below the economic minimum, and, unless it receives such a measure of protection, is in danger of being wiped out with the control of the market for woollen goods passing absolutely to mills in Great Britain and foreign countries,

where very different standards of living and wages prevail.

Canadian textile workers, in their thousands, are to-day out of employment and on part-time. When they see goods, similar to those in the manufacture of which they have been trained, imported into Canada to an extent which, alike in volume and in value, is, in the aggregate, literally stupendous, they cannot but feel that, whatever may be the case with other industries, our fiscal policy for more than a generation, has not developed along lines advantageous to that in which they are engaged. Only an unreasonably small proportion of the Canadian market for textile fabrics and material is being supplied by Canadian mills. More adequate and scientific protection would not only give employment to thousands more Canadian workers and permit of millions more dollars being spent in wages, but would also result in decreased production costs, with resultant benefit to the consuming public.

Financial Editor, Saturday Night.

Thank you very much for your recent report. It was very satisfactory to receive so carefully prepared and detailed statements of the position of the company I inquired about. I appreciate your service very much. —C. S., Edmonton, Alta.

THE PILOT
AUTOMOBILE & ACCIDENT INSURANCE COMPANY LIMITED
HEAD OFFICE: WATERLOO
TORONTO OFFICE: 136 BAY STREET

The Log

Ontario Agents Writing Pilot Policies	1927 — 97
1928 — 204	
1929 — 359	
Total to Date — 463	

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Burglary
Liability
Fire
Plate Glass
Guarantee

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All Enquiries Promptly Answered

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LIMITED
Mortgage Investments
WINNIPEG

Capital Subscribed \$3,318,000
Capital paid up \$1,272,967.63
(As at Dec. 31st, 1929)

A Safe, Progressive Company

NORTHERN
ASSURANCE CO. Limited
of ABERDEEN AND LONDON
Established 1836
FIRE — CASUALTY

Head Office for Canada
Northern Building, St. John St.
Montreal

A. Hurry, Manager.
Assets exceed \$100,000,000

CANADIAN INVESTORS
Corporation, Limited
Dividend No. 2

A DIVIDEND of 25 cents per share being at the rate of \$1.00 per share per annum, on the capital stock of this Corporation has been declared for the quarter ended July 31, 1930, payable August 1, 1930, to shareholders of record July 15th, 1930.

By order of the Board.
M. J. PATTON, Secretary.
July 10th, 1930.

Western Breweries
LIMITED
Notice of Dividend

NOTICE is hereby given that a dividend of one per cent has been declared on the issued capital stock of the Company payable on the first day of August, 1930, to shareholders of record at the close of business on the 14th day of July, 1930.

By order of the Board of Directors.
A. C. JEFFERYS, Secretary.
Winnipeg, July 11th, 1930.

TO STOCKHOLDERS IN A CLOSE CORPORATION • TO PARTNERS IN A PARTNERSHIP

• You have two investments in your business. Your capital and yourself. You realize that your retirement will some time be forced by death. What will then become of your capital investment? • While you live you want to keep your capital in this business and get a greater interest if you can. If you die your capital should be withdrawn because a business man's investments are not a widow's investments. • A BUSINESS INSURANCE TRUST solves your problem because at your death it provides your family with cash equal to your interest in the business, and in addition allows your associates to take over your interest without the hazards of outside interference. Both family and business are thus protected.

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OTTAWA TORONTO QUEBEC LONDON, ONT. BRIDGEVILLE

The U.S. Business Outlook Americans Apparently Refuse to Consider Depression as Part of World Condition

By LEONARD J. REID
Assistant Editor of The Economist, London

AFTER the New York Stock Exchange crash of last autumn there was early and general rejoicing in America at the rapidity of the recovery from the shock, and indeed on the Stock Exchange itself within a few months prices returned very near to their pre-crash levels. Those in high authority took every opportunity to quote figures and utter maxims to reassure the public that America was strong enough to stand the Wall Street losses and that a new boom period was imminent. But subsequent events have proved the reverse to be the case.

It is a little strange that the high authorities, including President Hoover, should have permitted themselves these optimistic after-dinner statements, because at the end of 1929 statistics were already available indicating a falling off in industrial activity. The propaganda of optimism was probably due to an over confidence in the efficiency Couéism applied to commerce.

The situation was, and has continued to become, more serious than most authorities would admit. There seems little doubt but that the United States, like the rest of the world, has entered upon a period of trade depression. By the end of December, 1929, the employment index (1923-25 equals 100) had fallen to 94.8 compared with 103.4 three months earlier and in the same period the index of production fell from 123 to 95.

During 1930 employment continued to decline, although this did not deter President Hoover from saying that "The tide of employment has turned in the right direction". At the same time New York witnessed crowded public meetings which were euphemistically described as Communist agitations by those who preferred not to admit that they were organized protests of the unemployed.

There is no doubt that the Hatry and the Wall Street crash distorted the perspective of the basic economic situation. The picture is still confused but it now seems that a typical movement of industrialism—a period of excessive production followed by a slump—was in fact taking its course. The usual indications of a boom were made less apparent by the fact that wholesale prices were not rising as they might have been expected to do during a boom period.

Production was, however, increasing during 1928 and continued to do so until July, 1929. What, then, was tempting manufacturers to produce more if

prices were not rising, and in fact were in some cases falling? They were producing more because costs of production were falling so that even at the constant selling price the margin of profit was becoming larger. As a result the usual blind industrial stampede of production occurred.

Not only were new people tempted to produce, but all producers were tempted to produce on as large a scale as possible because mass production cheapened costs and therefore increased profits. Then there happened what always happens. Over-production occurred. This was to some extent marked by the extensiveness of the instalment buying system but this merely meant that stocks were accumulating in the ultimate purchasers' homes instead of in the warehouses.

With a surfeit of goods America believed herself immensely prosperous, but buying fell off, business declined, plants became idle and work-people were dismissed. "Hoover prosperity" suddenly ceased, if indeed it had ever occurred. After-dinner speeches are now being a little less well received.

But the United States still thinks itself a law unto itself. It tries to persuade itself that economically it does not belong to the family of nations, and when it sees its "poor relations" it immediately looks the other way. It raises tariffs to make the distinction clearer. It pretends to belong to another planet. America does not want to have the same trade depression as the rest of the world; if it has a trade depression it must be one of its own.

But there are the farmers and they cannot disguise from themselves that the price of their commodities depends on world prices, and they are less happy. Indeed, much depends on the crops this summer. If they are small, the farmers can sell dearly and will do well, but if Providence is bountiful and the crops are excellent, then prices will fall and the farmers will fare badly. They may even have to turn to the banks and the banks may find themselves in difficulties. The banks, moreover, like stocks and shares as security for advances, but these are not worth so much now and borrowers may find it difficult to raise sufficient for their needs.

The "poor relations" of the world have troubles of their own, which they are not ashamed to admit may have to be cured in common, and they therefore look upon America's immediate prospects with some anxiety.

Canada Mobilizes!

(Continued from page 25)

If the farmer is a member of the Pool the cash is just as easy to secure because his cash grain tickets for delivery are handled by the country elevator man in agreement with Pool officials. Then the machinery man, the general merchant and the lumber and fuel dealer gets his pay and the balance goes into the savings account, but in either event the cash goes back to the bank. Thus, a few million dollars actual surplus cash will move a crop worth probably \$300,000,000 by this cycle process.

All this however is domestic cash and domestic credit. Not until the grain is in the terminal elevator or perhaps in the ship's cargo enroute down the lakes will the world market capital begin to relieve the strain on the Dominion banking system. Even then, domestic capital is frequently the most prominent pattern of the commercial picture until the complexities of the transaction are completed by the delivery of the actual grain at Liverpool or one on the other 33 countries that depend upon the Canadian farmer and the drafts are settled in the international balance of trade.

Six per cent is the maximum interest the bank roll draws for its part in the scheme of agrarian industry and some times the rate is slightly more favorable. Behind him the country elevator or the Grain Exchange member and behind him the colossal organization represented by the exchange, the Exchange Clearing House Association, the Lake Shippers' Association, the great aggregations of capital represented by the huge terminal companies and the lake ship owners, the deep sea transportation organizations and ultimately the London Corn Exchange and other great cogs of the huge international machine in other national centres.

So this is the picture the west presents today, on the eve of what promises to prove, not the largest crop the west has harvested but probably the most important since its disposition may determine just how much or how little of the world wheat market the grain from the Dominion is destined to supply in the future scheme of things internationally.

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With the rediscount rate at 2½% in New York and 3% in London, with a world commodity market that is substantially increasing the purchasing power of the dollar, and with the recent slackening in the volume of new issues, the outlook for the bond market appears particularly favourable at the present time. The attractive investments now available in bonds merit the consideration of private and institutional investors.

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Established A.D. 1887

"The Paper Worth While"

TORONTO, CANADA, JULY 26, 1930

3 Sections—32 Pages

10 Cent

Sixteen Battles for Power—Cold Facts About Fort Churchill —Pageant of Outing Pictures—Canadian's Great Discovery

The FRONT PAGE

Recent notifications to theatrical producing managers both in New York and London make it clear that the axe has at last fallen on the spoken drama so far as Canada is concerned. The Famous Players Corporation, which now controls nearly all theatres in this country suitable for presentations by travelling companies, has decreed that no drama or musical comedy shall be permitted to play in its theatres from coast to coast. This bars the higher forms of theatrical entertainments from all towns and cities in Canada save Toronto and Montreal.

The blow has for months been expected by those familiar with theatrical affairs. During their last visit to Canada the D'Oyly Carte Opera Company was warned that it need not plan to come back. Similar warnings were given during the past season to the Stratford-upon-Avon Players, presenting the finest productions of Shakespeare current in the world today; to Sir John Martin Harvey and to Maurice Colbourne who had in two seasons established a vogue for the comedies of Shaw in parts of Canada where they had not been previously seen.

Ever since the movement to bring the best English actors and plays to Canada assumed formidable proportions the Famous Players Corporation has been laying its plans to crush it. But the decision to boycott spoken drama altogether reacts against New York managers of the legitimate order also. It will be impossible this coming season to send through Western Canada productions under their auspices, like "Journey's End" and "Bird in Hand". Even in Toronto and Montreal, the only "free cities" remaining, the result will be serious for all theatregoers of artistic sensibilities and intellectual pursuits. Fully one-third of the "time" booked in Toronto and Montreal last season was filled by English companies who cannot now come to Canada.

The reason for this disaster is that the forces which control the theatre business in North America have invested so much money in the expensive machinery required for that rather monotonous form of entertainment known as the "talkies", that they have resolved to compel the public to accept it or nothing else. Some of the persons who promoted "talkies" as a financial enterprise, are utterly devoid of taste, intellect, and fair play, and anything artistic or charming is naturally hateful in their eyes. The only recreation they know is framing schemes to "gyp" each other.

They have gone about their game in open defiance of the laws forbidding combines in restraint of trade; but the monopoly they have acquired can be smashed if influential citizens in all Canadian centres will organize to induce municipalities to refuse licences to the theatres which deliberately bar legitimate attractions. It is a crime against the community to regard the theatre as exclusively a private business. As a matter of fact it has ceased to be so regarded in law. The censorship regulations imposed in every province and in many cities are a recognition of the principle that the theatre is a public business that should be under public control,—and means of legal redress against a policy which aims a blow at culture in its most popular form should be found.

Lucerne-in-Quebec is the newest, and certainly one of the most beautiful, of Canada's great pleasure parks. It includes in its domain the chateau of Montebello, famous as the residence of Louis J. Papineau, the renowned French-Canadian champion of responsible government. The chateau has been transformed, as regards its interior, into a clubhouse, with the surrounding lodges for the delectation of visitors.

Those who have visited the picturesque and historic *locus* tell one that the old-time atmosphere has been marvellously preserved. But, as regards the interior of the mansion, Papineau admirers assert that nothing has been left to recall the days when the famous French-Canadian patriot took up arms. Accordingly, a deputation, headed by Mr. Justice Desaulniers, waited upon Premier Taschereau, the other day, to protest against what they regarded as vandalism, and to urge the claims of historic sites and houses generally to preservation.

It is probable that the Premier, with his well-known historic sense, had considerable sympathy with the sentiments of the deputation. He himself, as it happens, is a director of Lucerne-in-Quebec, Limited, which has been responsible for the changes made. Of course, it is possible that the Papineau relics were removed from the Montebello chateau without his personal cognizance. He can scarcely exercise direct personal supervision over all private enterprises with which he is associated, in addition to fulfilling his onerous duties as Premier and (for good measure) keeping a watchful eye over the interests of his "chief" as he touchingly termed Mr. Mackenzie King, at a recent campaign meeting. But, anyhow, his attitude towards the learned judge and his associates, relative to the chateau of Montebello protest, was not that they protested too much, but that they protested too late. They were trying, in effect, he implied, to lock the chateau door after the things they



CANADIAN MARTYRS CANONIZED

Scene in St. Peter's, Rome, with Pope Pius officiating, on the recent ceremonies proclaiming Sainthood for the Jesuit Missionaries who lost their lives for their faith in North America during the seventeenth century. The most famous of these Missionaries were Fathers Brebouef and Lalemant, slain at Penatanguishene, Ontario, where a magnificent Shrine has been erected in recent years.

—Wide World Photo.

prized had been taken away and the interior quite transformed.

It is easier to remove and disperse historic relics than it is to regather and replace them. Like the mills of the gods, the modern Juggernaut, of pleasure, parks and progress, grinds exceeding small.

The suspension of the Constitution of Malta came into effect by proclamation at Valetta during the first week of July and the island reverts to the position of a Crown Colony, a system which had worked harmoniously and for the good of the world from 1814 to 1920. While Mr. Ramsay MacDonald in coming to a sudden determination to take this step, spoke of the measure as "temporary", the Under-Secretary of State for the Colonies indulged in some verbiage about the anxiety of the government that "the Maltese people should have the opportunity to work out their own destiny." But it is to be trusted that this may be regarded as what Canadians are wont to call "hot air".

Like all quarrels in which ecclesiastics involve themselves with civil authorities, the Maltese controversy has been obscured by many petty slanders and attempts to draw herrings across the trail. For instance there was the attempt to embarrass Lord Strickland, the Head of the Ministry, who had become "non persona grata" to the ecclesiastics by circulating the charge that he was a "Free Mason" and therefore "a bad catholic". To outsiders this had no more bearing on the questions at issue than if he had been called a "duodenum" or a "parallelogram", but in Malta it was blackleg politics at their worst.

From an international standpoint the facts that emerge are these: That Lord Strickland, though a devout Roman Catholic, was objectionable because he was an Englishman; that the case of the monk Micaleff, which involved a curious clash between mediaeval conceptions of ecclesiastical rights, and modern British civil law, arose through the fact that he had attacked the Italianizing tendencies of the Archbishop of Malta and the Bishop of Gozo; that if the elections had been permitted to proceed after these luminaries had declared it a mortal sin to vote for Lord Strickland's party, the sole alternative of Maltese Catholics would have been to place in power a party led by a man who was condemned by court martial during the early stages of the Great War for plotting to hand over Malta to Italy. This was, of course, before Italy had become an ally, and was considered to deprive Great Britain of her key base on the Mediterranean.

A constitution was granted to Malta, in 1921, during the wave of sentimentality about "self determination of nations" which followed the Treaty of Versailles, and has been the source of all subsequent troubles. Before that Maltese obeyed their bishops in matters of faith and morals and civil affairs were well and tolerantly administered by the British Governor and his staff. An even more unfortunate error than granting a constitution was pointed out in the House of Lords recently by the famous Catholic peer, Lord Fitz Alan. Singularly enough, Lord Strickland himself was the man who urged it. Ecclesiastics were made *ipso facto* members of the council, which gave them an adequate excuse for interference in politics. The Maltese hierarchy claims that its action has been based entirely on a desire to promote Italian culture and not to sever British connection; but they obviously interpreted their political authority as higher than that of the Head of the Ministry.

The whole world is deeply interested in the permanence of British control of Malta. It is essential to well-being of all the Oriental and Antipodean sections of the Empire. More important still, it is essential to the peace of the world. Should Mussolini by any mischance succeed in getting control of Malta, war with France would ensue within 24 hours, with all the other nations bordering on the Mediterranean mixing in later. Until the British took possession of Malta in 1814 the Middle Sea had never been secure from piracy and bloody disorders, since the fall of the Roman Empire. British control is so important to the welfare of the world of 1930 that all minor considerations must give place to it; and the safest course is permanent reversion to the old system.

An extraordinary case illustrating the rigidity of American laws,—the main reason why they are so generally broken—has occurred in Jersey City. There a Negro Baptist Church has been padlocked against its own congregation by the federal authorities, under old proceedings begun long before the negroes acquired a lease of the premises.

The Letters of the Law

A year and a half ago these premises were occupied by a restaurant keeper who was caught selling beer. Proceedings to punish him and "padlock" the premises were commenced under the Volstead Act and fought through the courts. The restaurant closed down and the building was tenanted for months until leased to the congregation of St. Paul Baptist Church, who spent several thousand dollars in renovating the premises and turning the interior into a tabernacle. The authorities in charge of the Volstead Act, after

much litigation, succeeded in securing from the courts a condemnation of the premises and proceeded to padlock the church. The idea involved is that the landlord should not have leased the premises while the case was awaiting decision and that a place once used for the sale of beer is forever condemned and confiscated. As the New York "Herald Tribune" truly says, "The law may be 'a ass,'" as Sam Weller sagely remarked, "but why advertise the fact in this stentorian fashion?"

An article on "South Africa and the Blacks" by John A. Stevenson, published in SATURDAY NIGHT some weeks ago travelled far and met the eye of a former officer in the British Army who is engaged in fruit farming in Cape Province. He writes that the article was a good and accurate one, but feels that he is in a position to throw more light on two of the points discussed: The prospective populations of Europeans and natives; and the possibility of a general native revolt.

In Canada and elsewhere there exists misconception as to the dark populations. The native rate of increase is falling and will continue to fall more rapidly as the natives adopt more civilized methods of life and become detribalized. The census of 1921 showed that the native rate of increase was considerably lower than the European rate; and the census of 1931 will tend to emphasize this condition. The European birth rate is of course lower, but longevity is much higher, and infant mortality among the blacks despite a high birth rate is appallingly high.

Of greater significance in relation to the question of native solidarity, which must precede revolt, is the fact that in Cape Province especially a sharp distinction exists between the class known as "colored people" and more primitive blacks. "Colored people" are those who have for three or four generations adopted European standards of living; and because of their intelligence and industry are a valuable economic factor. They have little or no community of feeling with other natives and enjoy a sense of superiority because they sleep in beds, sit on chairs and eat off tables. There is a mingling of white blood among them also. To induce them to co-operate in a revolt with the negroes of a more primitive type would be impossible.

The primitives themselves are divided into different and once antagonistic tribes: Zulus, Basutos, Swazis, Finzos, Pondos, Shangaans, etc., in whom old tribal enmities often spring to the surface and occasion fights in the Rand Gold mines where many of them work. Thus while native riots may occur at certain points, a concerted revolt would be hardly possible.

What might happen is a general strike if the natives were organized into one big union. Sitting down and doing nothing is a course that comes very easily to them.

Reports from the Maritimes tell of an unprecedented lobster catch, during the several weeks of its course that the season has already run. These succulent, if perchance indigestible, crustaceans are caught off the coast of northern New Brunswick and southern Nova Scotia and along parts of the shore of Prince Edward Island. This year they appear to be as the sands of the seashore which they frequent, for multitude, all previous records having been broken by the fishermen. Indeed, so enormous have been the catches that, not merely the local markets, but also the markets in the United States, whose capacity for lobster absorption is generally regarded as unlimited, have been simply glutted several times in the last few weeks. Such an "embarrassment of riches" has naturally caused a sharp decline in prices, but, in spite of this, the majority of lobster fishermen have never done so well before.

Thus even the lobsters are conspiring to render the Maritime provinces about the most prosperous section of the Dominion at the present time. To that prosperity, moreover, the tourist traffic, which is showing signs of attaining quite phenomenal proportions this summer, will contribute its not insignificant quota.

The Passing Show

And now a woman sharp-shooter carries off the King's Prize at Bisley. It takes a lot of courage to be a husband nowadays.

The trouble with tree-sitting as a sport is the same as with golf. You have to motor a long way out of the city.

An optimist is one who cries: "Fore!" before he takes a swing at the ball.

Judging by his daily editorial which is syndicated throughout leading American newspapers, "Silent" Cal Coolidge is now a "talkie".

It has been said that men make better housekeepers than women. A proof of this is the dirty dishes that pile up in the sink while the wife is away on her vacation.

The trouble about buying an airplane is not the original cost but the upkeep.

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Canada Mobilizes!

(Continued from page 25)

is put in the cars at "loading platforms" where no elevator is available. This saves the cost of elevation but the difference in time is considerable. At some places even equipped with elevators, there is a loading platform for the benefit of those producers who think they save money by cutting out the elevator charges. And even in this they are improving for the farmers club together in some sections and buy or rent a "portable loader". This is merely a miniature elevator that moves around under a gasoline motor and saves labor and time in transferring a load from the truck to the car. The railways encourage the farmers to speed up their movement as much as possible though the use of the regular elevator is more economical for the transportation interests in matters of time and convenience of "making" up trains.

And, working in close co-operation with the other angles of the industry, is the local bankers. From the large centres each week and some times more frequently, they are supplied with bundles of currency. While most of the business in handling of grain is reduced to the cheque system, by which little of the actual cash represented by the farmers' crop leaves the bank, small amounts in currency do dribble out among the merchants but it comes back necessarily to the bank in a few hours or at least a few days. But the very knowledge that there is an accumulation of currency at the branch bank if required, actually makes the demands on the cash less.

When a farmer loads his car and gets his weigh bill, he can go to the bank and secure in cash, through draft on his particular agent on the grain exchange, practically the price level of the days' quotation. Or he may sell his grain outright on the same quotation to his local elevator, taking the "street" price for less than car load lots, which is always less than the "track" price by the difference in the cost of handling. He can cash these grain tickets at the bank or the general store for their face value.

If the farmer is a member of the Pool the cash is just as easy to secure because his cash grain tickets for delivery are handled by the country elevator man in agreement with Pool officials. Then the machinery man, the general merchant and the lumber and fuel dealer gets his pay and the balance goes into the savings account, but in either event the cash goes back to the bank. Thus, a few million dollars actual surplus cash will move a crop worth probably \$300,000,000 by this cycle process.

All this however is domestic cash and domestic credit. Not until the grain is in the terminal elevator or perhaps in the ship's cargo enroute down the lakes will the world market capital begin to relieve the strain on the Dominion banking system. Even then, domestic capital is frequently the most prominent pattern of the commercial picture until the complexities of the transaction are completed by the delivery of the actual grain at Liverpool or one on the other 33 countries that depend upon the Canadian farmer and the drafts are settled in the international balance of trade.

Six per cent is the maximum interest the bank roll draws for its part in the scheme of agrarian industry and some times the rate is slightly more favorable. Behind the country elevator is the Grain Exchange member and behind him the colossal organization represented by the exchange, the Exchange Clearing House Association, the Lake Shippers' Association, the great aggregations of capital represented by the huge terminal companies and the lake ship owners, the deep sea transportation organizations and ultimately the London Corn Exchange and other great cogs of the huge international machine in other national centres.

So this is the picture the west presents today, on the eve of what promises to prove, not the largest crop the west has harvested but probably the most important since its disposition may determine just how much or how little of the world wheat market the grain from the Dominion is destined to supply in the future scheme of things internationally.

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